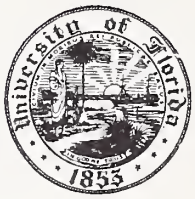
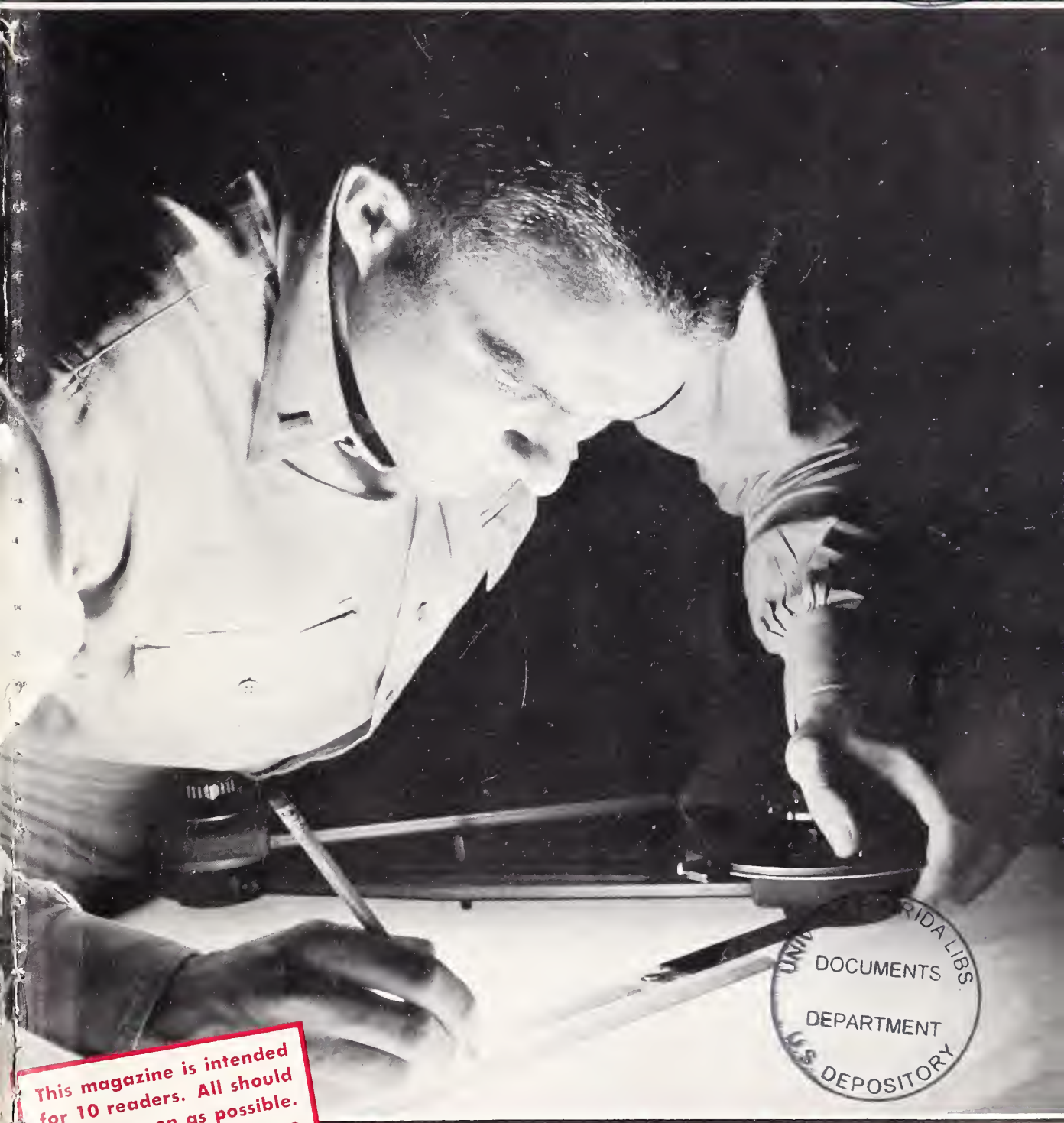
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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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JANUARY 1963





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1963 Nav-Pers-O NUMBER 552

VICE ADMIRAL W. R. SMEDBERG III, USN
The Chief of Naval Personnel
REAR ADMIRAL A. S. HEYWARD, Jr., USN
The Deputy Chief of Naval Personnel
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• **FRONT COVER: ZEROING IN** — Navigation officer on board destroyer *USS Ozbourn* (DD 846) plots the course of his greyhound as it closes in on on 'enemy' submarine during ASW exercises in Pacific waters.

• **AT LEFT: NAPLES NIGHT** — Time exposure captures the harbor lights at Naples, Italy, and Mount Vesuvius in the background, while Sixth Fleet ships display their lights in the harbor. At right is nuclear-powered carrier *USS Enterprise* (CVAN 65).

• **CREDIT:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



How to Become a Nuclea

REMEMBER THE PARABLE of the seven blind men who discovered an elephant? Because they could not see the strange new animal in its entirety, each visualized it in terms of the one portion he could explore with his hands. The results were deplorable, to say the least.

A similar problem exists in attempting to see the nuclear submarine program of the Navy as a whole—it also is a strange new animal in our midst. Many men are interested but don't know just what it is, don't know if they can qualify, or if it would be to their advantage to make the attempt.

One point to consider when evaluating the consequences or the potentialities of the nuclear program upon your career—it's a wildly expanding field. At the present time, there are approximately 14,000 men in the combined submarine forces. Included in these forces are 11 FBM and 16 attack nuclear subs now in commission. As stated in the November issue of ALL HANDS, six SSBNs, eight SSNs and one DLGN have been authorized for fiscal year 1963. Within two to three years, the *Polaris* program itself will require some 10,000 men. The FBM repair ships *Proteus* and *Hunley* are on station, with more to follow.

ONE ASPECT of the nuclear elephant—to coin a phrase—is frequently overlooked by those considering the nuclear Navy as a career. Nearly a third of the billets in FBM subs are general service billets with little or no connection with nuclear power or the *Polaris* weapon system.

Here, for example, is the rating structure of one crew of an *Ethan Allen* class FBM sub:

GENERAL SERVICE	NUCLEAR POWER	POLARIS
3 SO	3 ET	4 QM
2 FT	15 MM	7 TM
4 RM	4 EN	5 FT
2 YN	9 EM	7 MT
1 SK	5 IC	12 ET
3 CS	36	35
5 SN		
5 FN		
1 HM		
3 SD		
29		

All this means a radical change in the occupations of many Navymen. The field is wide open for those who can—and will—qualify. It's more than probable that you may be eligible to participate in one of the most exciting developments in history.

Let's assume that you want to become a member of a typical crew in one of the Navy's FBM subs and see what your duty is like and what qualifications you must meet.

FIRST OF ALL, of course, you must be a submariner. There are three basic programs that produce men qualified for duty on board FBM submarines. They are the Nuclear Power Program, the *Polaris* Program, and the conventional submarine school program.

Here are the ratings from which applications for submarine training are desired:

- SO, TM, ET, FT, and MT in pay grades E-4, E-5, E-6 and E-7 and designated strikers.
- MM, EN, EM, IC, QM, RM, YN, CS, SK and SD in pay grades E-4, E-5, E-6 and identified strikers of these ratings.
- HM, in pay grades E-5, E-6 and E-7.
- SN, SA, FN, TN and TA.

Because the Submarine Forces are growing rapidly, greater numbers of men in all of the above ratings and rates are needed for initial submarine training. MMs should request sub training only if interested in going on to nuclear power training.

If you are afloat on Seavey and have not received orders, you may apply for basic sub school. If accepted, you will be ordered to sub school provided you have not yet received orders to shore duty.

With the exception of sub school candidates ordered direct from Class "A" schools and recruit training, it is preferable that men normally serve in their present duty (sea or shore) for one year before they are ordered to submarine school.

MEN NOW ASHORE including those on Shorvey who have not received orders may apply for enlisted basic sub school by requesting orders direct to sub school. If you are assigned to shore duty, you must serve at least 12 months of your shore tour before you can expect detachment to sub school. This is not to say that you may not apply before your completion of the year ashore. On the contrary, it is preferable for all concerned that your applications are submitted as early as possible to permit ordering reliefs.

Here are the eligibility requirements to Basic Submarine Training:

- Have 24 months' obligated service commencing with the convening

date of the class to which ordered.

• Be a volunteer for sea duty in submarines.

• For those in other than ET, MM, EN, EM and IC ratings: Have a minimum combined ARI and MAT or ARI and MECH score of 100, or a minimum combined GCT and ARI score of 100. For those in ET, MM, EN, EM and IC ratings, you must have a minimum combined GCT and ARI of 110. (This requirement is the same as that in effect for nuclear power training.)

• Men in the ET, MM, EN, EM and IC ratings must be high school graduates or have a GED equivalent.

• Be physically qualified for submarine duty in accordance with *BuMed Manual*, Article 15-29.

• Have demonstrated evidence of emotional and mental stability and maturity. The absence of these qualities is often disclosed by a poor service record.

• Be no more than 30 years of age.

Navyman

Waivers will be considered if you are in other than source ratings for nuclear power training.

IF YOU MEET these requirements, you may submit your request on the Enlisted Evaluation Report (NavPers 1339) via your commanding officer direct to the Chief of Naval Personnel (Attn: Pers B-2131). You must indicate your willingness to extend your enlistment or to reenlist, if necessary, to have the required obligated service.

If accepted, you will be ordered to the U. S. Naval Submarine School, New London, Conn., for an eight-week basic course of instruction. Unless you hold a rating of MT, YN, CS, SK, HM or SD, you should expect additional training when you have completed the basic course. Approximately 60 per cent of those eligible receive additional training. Therefore, if you are eligible for extra training, you should be prepared to spend at least 13 weeks at sub school.

Your orders will read for "temporary duty under instruction and further assignment by BuPers (Pers B2115) to duty in submarines in the Atlantic or Pacific Fleet."

During your seventh week at the Naval Submarine School, you will receive your orders for duty.



POLARIS PUSHERS — Crew members of *USS George Washington* (SSBN 598) *(above and below)* check out equipment used in firing a *Polaris*.

ALL THIS IS, of course, merely the preliminary. Your ultimate goal is assignment to a nuclear ship and that's what you're going to get. As FBM subs have the greatest construction priority for the next few years, we'll discuss here the means by which you become an FBM submariner.

If you are an MM or EN, you have an excellent chance of going directly to nuclear power training from sub school.

However, most basic sub school graduates are ordered to duty either in conventional submarines, or to a non-nuclear billet in a nuclear submarine. If you are in this category, you should become a qualified submariner about six months after re-





Thomas L. Atchison, TM1(SS), USN



LCDR Patrick J. Hannifin, USN



Tudor F. Davis, TMC(SS), USN

POLARIS PATROLMEN — Members of Blue Crew man stations on patrol far below the surface of the sea.

porting aboard. Once qualified, you may (depending on your rating) submit your request for Nuclear Power or *Polaris* training.

The majority of men now being ordered to FBM submarines are already members of the submarine service. If you are now a submariner, serving in either a conventional or nuclear-powered submarine, you should submit your request for FBM submarine duty to either the COMSUBPACREP at EPDOPAC or the COMSUBLANTREP at EPDOLANT.

If you are eligible for duty in an FBM sub, your name will be placed on a waiting list at one of those two locations. You will then be ordered to a new construction submarine approximately 10 months in advance of its tentative commissioning date, or you may be ordered to an operating FBM sub as a replacement.

Source ratings for FBM submarines are: TM, QM, FT, MT, ET, SO, RM, MM, EN, EM, IC, YN, SK, CS, SD, FN and SN. Although there may not be billets in all pay grades, men in all pay grades are encouraged to apply should substitutions be necessary.

Before reporting to their assigned ship, men in the QM, ET, FT, TM, MT, RM and SO ratings are normally ordered to attend courses of instruction ranging from three weeks to six months.

Men ordered to SSN or SSBN new construction will not be transferred before they have spent one year on board after commissioning.

TO BE ELIGIBLE for duty aboard an FBM submarine, you must:

- Be eligible for Secret security clearance.
- Have obligated service of 24 months from commencement of course of instruction, or date of reporting to the supervisor of shipbuilding in the case of men not receiving instruction.
- Be in one of the source ratings.
- Be designated SS (except for non-rated men).
- Not on current Seavey. (Men extended off Seavey by COMSUBLANT or COMSUBPAC are eligible for such duty.)

Let's now assume that you meet all the qualifications for eventual assignment to an FBM submarine, are a graduate of basic submarine school, and a qualified submariner.

If you are in one of the ratings that make you eligible for Nuclear Power School, you will go to either Vallejo, Calif., or Bainbridge, Md. There you will learn something about the field of basic nucleonics.

The curriculum at the schools include courses in math, physics, reactor principles and thermodynamics.



NUCLEAR Navymen relax while off watch on board atomic powered submarine *USS Triton* (SSN 586).

Plant information is also studied, including reactor technology and engineering materials and equipments.

FROM THE BASIC school you and other potential nuclear-Navy sailors will move to Idaho Falls, Schenectady, or Windsor, Conn., for a 24-week operational course. There you will study and train on a live reactor. From this school you will be assigned to an FBM crew.

(It might be mentioned here that instruction for surface personnel is identical to the submarine program. Operational training on surface ship propulsion prototype plants is conducted at either Idaho Falls, Idaho, or Schenectady, N. Y.)

Men who operate the special navigation equipment, *Polaris* missile launching and guidance control equipment, and other special equipment necessary for missile launching are trained through the *Polaris* Program.

These men, although not graduates of nuclear-power school, do begin as qualified submariners, and they do receive special training at several locations.

With the exception of SOs and RMs, men of this group start their training for the FBM program at the Navy's Guided Missile Schools, Dam Neck, Va. Men trained together in these schools generally serve together as a crew of an FBM submarine.

Some courses include more than one rate, but for the most part, single rates train together.

HERE, FOR EXAMPLE, is the background you will get if you are an ET. You will first attend a three-week navigation sub-system familiarization course at Dam Neck. An eight-week special technology course

follows. It is in the special tech course that you will first come in contact with new terms, techniques and devices associated with the program.

After these two courses, which are a general, over-all indoctrination on the FBM submarine and the *Polaris* missile system, the ETs move on to more specialized training.

At this point, the group is split up to receive different training. You will become an expert in one phase of the program. Then, when you are assigned to a crew, you will learn about additional special equipment through on-the-job training.

One group of ETs start a 19-week course learning about the Ship's Inertial Navigation System (SINS). This training is done at either Dam Neck or the factory where the gear was developed.

Another group of ETs spend a 19-week period at Dam Neck learning to operate and maintain different types of navigation data simulation computers.

A third group spends 19 weeks training on various other special navigation equipment at Dam Neck.

FROM ONE OF THESE schools you may go for further training aboard USS *Compass Island* (EAG 153), which is equipped with navigation equipment similar to that aboard the FBM submarines.

Quartermasters also are introduced to special navigation equipment at Dam Neck, where they take a five-week course in navigation familiarization. From there, the QMs also go aboard *Compass Island* for additional training in the operation of special navigation equipment.

Fire control technicians also start at the Guided Missile School. They first take a one-week course in weapons system orientation, and then an eight-week special technology course at Dam Neck. The special tech course is the same as that presented to many other ratings. From Dam Neck, the FTs move on to Pittsfield, Mass., for a 31-week course in SSBN fire control systems.

Missile technicians, although already trained in guided missile theory, also are given an eight-week special tech training course, followed by 25 weeks of training in the missiles and guidance course at Dam Neck.

Torpedoman's mates also have an active part in the *Polaris* missile program. These men spend one week in the weapons system orientation course at Dam Neck and then move on to another course at the same school on ordnance preparation.



COOL JOB — Submen take a look as *USS Skate* (SSN 578) breaks polar ice.

Still at Dam Neck, the TMs complete six to nine weeks in missile ordnance and launching. They are taught how to handle *Polaris* between ship and pier, or between ships. They also study the missile-launching system.

Another group of men who undergo special training is the radiomen and another small group of ETs. They are trained to operate and maintain new type communications equipment which has been developed solely for the FBM program. A combination of short courses takes about 12 weeks.

Sonarmen may find themselves in a 31-week BQQ-2 course at Key West, or a 12-week subjective analysis course at either Key West or San Diego.

DOES ALL THIS have any effect on *you*? It all depends. The Navy needs men urgently for this program and is willing to make any reasonable concession. For example:

- SS personnel serving outside the Submarine Force because they are in excess, and who want to investigate the possibility of returning to submarines via *Polaris* may address their inquiries to the Chief of Naval Personnel (Pers 2133) for sympathetic consideration.
- Anyone who wants to get into the *Polaris* Program, either the SSBN portion if eligible for submarine duty, or the support program if not, has an excellent chance via the SCORE program, no matter what his rating.
- Anyone else who is in the right rate can be considered for direct entry by submitting a NavPers 1339.

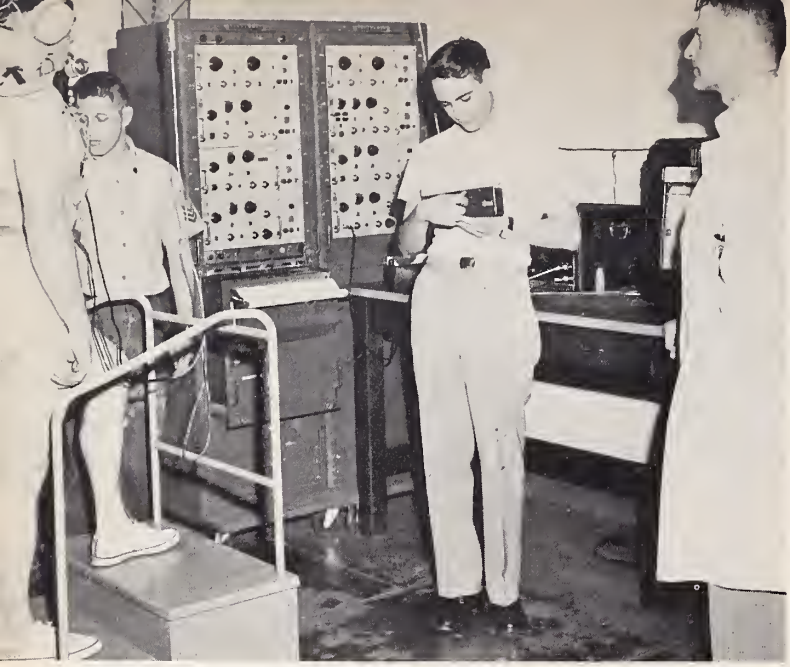
If you are a YN, SK, SD or CS, you may attend advanced training in your rating before joining an FBM crew, although this is not required. These ratings may be assigned to an FBM submarine upon becoming qualified in submarines.

So there you are. That's how you enter the nuclear Navy. It's worth investigating further.

—Jim Lewis, JO2, USN.

HOME BASE—*USS Proteus* (AS 19) tends to FBM sub in Holy Loch, Scotland.







MODERN MEDICINE—NMRI functions as a biomedical research facility investigating stresses on Navymen.

To Your Very Good Health

SCIENTIFIC ADVANCES resulting from the stimulus provided by World War II were numerous. Some of the most spectacular were in the field of medicine and surgery, which produced drugs and medical techniques that were undreamed of at the turn of the century and would have been branded as witchcraft two hundred years ago.

A large share of the credit for these advances belongs to the Naval Medical Research Institute (NMRI) located at the National Naval Medical Center, Bethesda, Md. Its experiments with protective clothing, insect repellents and desalination of sea water, together with its work with aviation oxygen equipment and in such diversified fields as the physiological effects of tropical environment and the effects of immersion in cold water, bear eloquent witness to this fact.

The results of this work were felt during World War II by all the services but, in many of these fields, work has been terminated because the needs of the armed forces have been satisfied.

Others were so successful that they have expanded beyond the capacity of the Naval Medical Research Institute.

Radiobiology, or the effect of radiation on the body, is an example. The Naval Medical Research Institute became interested in this subject before Operation Crossroads at Bikini one of the Marshall Islands.

Many Navy scientists who entered this field in its early stages are now regarded as eminent pioneers in radiology and are directors of other laboratories.

Within the services, new laboratories devoted to radiobiology and its ramifications have been created to conduct more intensive studies.

SINCE THE END of World War II, there has been considerable expansion in aviation, submarine and field medical research. Some other programs which have received considerable attention at the Institute are the blood and tissue banks which, as almost everyone knows, have graduated beyond the research stage and are now facts from which numerous Navymen have benefited.

COLD JOB—NMRI studies have led to better ways to treat frostbite.



Some of the old World War II programs were continued at NMRI, and the results were available later, during Korea. Take, for instance, the studies on immersion in cold water. Conclusions reached during these studies helped medical men in all the services in the treatment of frostbite.

The Institute is now studying the formation of ice crystals within body cells. This may ultimately lead to knowledge that would prevent damage to frozen tissue or improve methods of treating frostbite.

NOWADAYS, NMRI FUNCTIONS as a central biomedical research facility which investigates the effects of stresses imposed on Fleet and amphibious personnel by rapid technological changes in operations.

Today's engineers are able to build equipment which is beyond modern man's ability to endure. Thus today's nuclear submarine operating schedules are limited not by the ship but by the crew's endurance. We can be sure that future weapons systems will demand even more of the man.

Let's assume that we had a six-man ship designed to maintain itself at an Arctic subsurface station for two years. The engineers could build it. But could BuMed guarantee that the crew would have no heart attacks, appendicitis nor abscessed teeth for those two years? No. On this basis, one might say that the

Naval Medical Research Institute's mission is to "build a better man."

The concentrated food and distilled water available to those Navymen might be a key to their health. On this line of reasoning, for example, the NMRI's dental research program currently is studying the possibility that dietary trace quantities of molybdenum or titanium might slow down the rate of tooth decay.

Along more prosaic lines, NMRI experiments with the prevention and treatment of diseases which the Navy considers important, and the rehabilitation of Navymen who suffer from them.

It also provides a training ground for naval personnel in research laboratory methods.

NMRI personnel are available to the Bureau of Medicine and Surgery and other naval activities for consultation and advice. This alone could one day mean quite a bit to the individual Navyman and his family.

TO ACCOMPLISH ITS MISSION, NMRI employs a staff of both military and civilian scientists from the medical, dental and allied sciences.

The scientists are well supplied both with equipment and space. To simulate conditions in various parts of the world and at different altitudes, they use human gradient calorimeters and pressure chambers. They have a ship's compartment and other spaces devoted to particular conditions.

Surgical suites, weather rooms which have temperature and humidity controls, rooms for virus- and tissue-culture work and a high amplitude vibration laboratory are available for specialized studies.

One of the principal concerns of NMRI at the present time is the prevention of infectious diseases. This is not surprising, for throughout history disease has often proved to be a more devastating enemy than formidable armies and navies.

Inasmuch as the Navy's activities cover the world, the nature and treatment of communicable diseases is of prime importance to the welfare of Navymen from the Arctic to the South Pacific.

NMRI is also interested in research concerning, among other things:

- Radiation tolerance on nuclear ships.
- The effects of prolonged submarine submergence on the air the crew breathes, and the psychological effects of prolonged confinement in small spaces.
- The development of telemetering medical information during space travel.

These studies involve all the complicated chemical and metabolic responses of the body to conditions found in these situations.

The effects of new battle conditions on man's mind have not been ignored. New approaches to these problems are constantly being sought, and an extensive neuropsychiatric study has been authorized.

Many of the efforts of this program will be centered around the psychiatric effectiveness of personnel assigned to future weapons systems.

Since NMRI's founding, countless Navymen have benefited from the Institute's work. The results of the research now being conducted at NMRI will help save lives of Navymen of the future. —Robert Neil



GROUP STUDY—NMRI tests reactions of Navymen in confinement of a fallout shelter. It has also been studying effects of long submerged cruises on *Polaris* crews.



WIRED FOR SOUND—Pilot is instrumented by Avmed division of NMRI so physiological data can be sent by radio from Panama to Bethesda.





MISSILE MASTER — *Nike-Zeus* radar complex at Pacific Missile Range Facility stretches out on Kwajalein.

Pearl of Micronesia

IF YOU EVER HAD occasion to stop off at Kwajalein during any of the first few years after U. S. forces wrested control of the Marshall Islands from the Japanese in early 1944, you no doubt recall it as a barren coral reef singularly devoid of any South Seas charm.

There was an airstrip. There was a signal tower. There were tents at first and then, later, some quonset huts. There wasn't much of anything else—not even a tree. Kwajalein and several of the other islands in the atoll had been subjected to a "Spruance haircut"—the fierce, World War II-developed pre-invasion naval bombardment which nearly obliterated everything above ground. At Kwajalein, the result was almost a crew-cut.

You wouldn't know the place now. As one of the main hubs of the Pacific Missile Range, Kwajalein has become a modern, completely outfitted missile facility. There has sprung up on the island a bustling, space-age community complete with palm groves, sidewalks, swimming pools, air-conditioned offices and homes. For comfortable living the Pearl of Micronesia compares favorably, say most of those currently serving there, with any duty station in the world.

Kwajalein has had its ups and downs since 1944. While World War II was still going on Navy planners decided that, with its sheltered deep-water anchorage and 7000-foot runway, the island should become a permanent naval station.

OFF DUTY — Marlin fishing is a popular sport. Flag flying indicates one of the big fish was caught.



The foresight of this planning became apparent in the early post-war years when Kwajalein became a major fueling and staging point for U. S. atom bomb tests at Bikini and Eniwetok. Later, however, a moratorium on nuclear tests, the Marshalls' proximity to the equator, and a shift of trans-Pacific air traffic to Wake Island, combined for a time to decrease Kwajalein's immediate importance.

Then, in 1959, the Army decided to bring its *Nike-Zeus* anti-missile missile system tests to the Pacific. Kwajalein was selected as the launch site for intercept tests.

CAPT P. A. Holmberg, USN, has commanded the Pacific Missile Range Facility, Kwajalein, for the past 14 months, and obviously likes his billet. At times, he sounds more like the chairman of the island's tourist bureau than its CO.

Says PMRF's boss: "For married servicemen there are permanent air-conditioned quarters completely



TAXI PLEASE — A Navy transport moves down the runway of the Pacific island's busy airfield.

equipped with modern furniture and accessories. For children there is a new air-conditioned elementary and high school, fully equipped and accredited. The school is staffed by civilian educators lured from the States by high wages, no income tax and the vacation-like living.

"There are sports aplenty for the enjoyment of the Kwajalein Islander. Marlin fishing is perhaps the most popular, followed by swimming, boating and shelling in the world's second largest atoll. A standard-sized nine-hole golf course, tennis and basketball courts, softball and football fields provide other diversions.

"Bowling alleys, libraries, five theaters and four clubs provide additional entertainment during evening hours and in inclement weather.

"And speaking of weather—more than 100 inches of rain each year provides an ample supply of fresh water, while a distillation plant helps out in the drier "winter" season. The daytime temperature varies from 75 to 85 degrees the year around."

Most of the island's 3000 population are civilians. The Navy's complement is 33 officers and 117 enlisted men.

Navy pilots fly search and rescue missions in the Kwajalein and Wake Island sectors, make flights for the Trust Territory government, and keep an aerial surveillance over the dozens of islands in the Marshalls. Mercy flights for the native population often make this flying damanding and unusual.

Nike-Zeus systems testing and development is managed by the Pacific field office of the Army Ordnance Missile Command. Operational and technical support is furnished by PMRF.

Transportation is good and traffic is brisk to and from Kwajalein. There are two regular MATS flights each week, and two MSTS ships make scheduled calls each month. The ships bring commissary supplies and other essentials from the U. S., Hawaii and the Far East.

Kwajalein's importance as a missile and space activity increases with each passing day. ICBM test firings are carefully tracked by radar on the atoll.

Communications facilities link Kwajalein with Pacific Missile Range headquarters at Point Mugu, Calif., and with the Army's missile command at Huntsville, Ala.

And with these and all of the other customs and comforts of home which have been transferred to the island community goes an added plus. A *Nike-Zeus* missile lifting swiftly from its launching pad is an awesome spectacle any time, anywhere. Kwajalein residents, however, hold the only reserved front-row seats to the superspectacular night shots, when antimissile missiles roar upward to meet incoming targets boosted by *Atlas* missiles from the continental U. S.

"All this," says a recent Kwajalein arrival, "plus no smog and no TV."

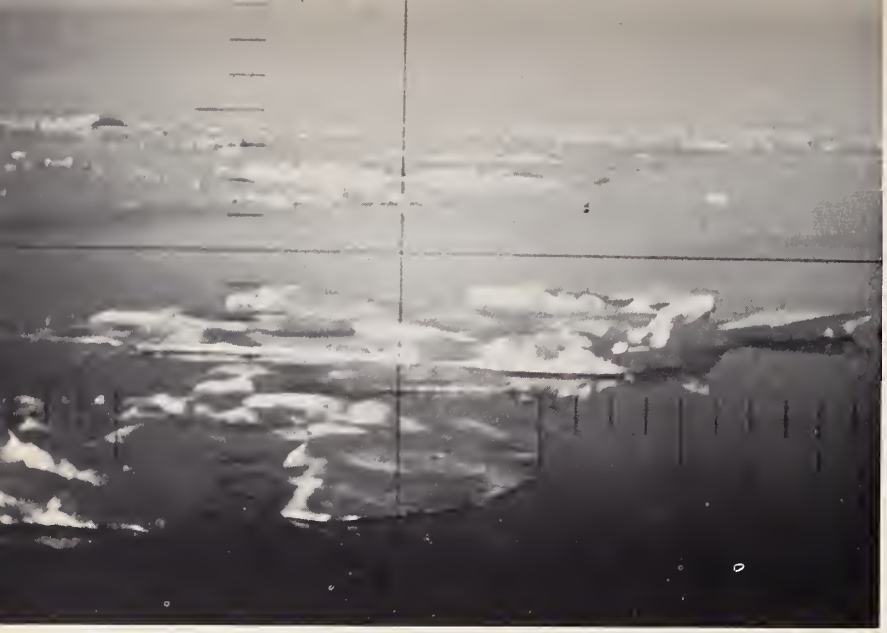


GOOD DUTY — Living in Kwajalein is good, as indicated by officers' quarters and one of the facility's large palm-fringed swimming pools.



OLD AND NEW — Battered Japanese command post of WW II stands in front of modern radar dome on Roi-Namur, at the northern point of Kwajalein.







LOOKING UP — *USS Seadragon's* scope scans ice formations. *Rt: USS Skate* and *Seadragon* meet at Pole.

SEE YOU AT THE NORTH

ARE CRUISES under the Polar ice cap becoming routine operations for today's submariners? Not quite. To the bewhiskered Navyman who eases his boat under the ice, crashes through to surface at the North Pole, then gets out and plays baseball, it's as adventurous today (if somewhat more comfortable) as it ever was.

The earliest known exploratory submarine cruise to the polar ice was made in 1931 by the diesel-electric-powered submarine USS *Nautilus* (SS 168). She was able to make only a cursory survey of the ice pack.

In 1953, USS *Redfish* (SS 395) accompanied by an icebreaker and helicopters, made another cruise to determine if submarines might someday be able to travel under the ice and across the top of the world.

The first ship to reach the North Pole was the nuclear-powered submarine USS *Nautilus* (SSN 571). *Nautilus* crossed the geographical North Pole in August 1958, while en route to Portsmouth, England, from Pearl Harbor, Hawaii. Also in August 1958, USS *Skate* (SSN 578) made her first probe under the ice. Although she failed to reach the North Pole, *Skate* circumnavigated the earth within a two-mile radius.

On a second trip under the ice the following year, *Skate* logged 3050 miles during the 12 days she spent beneath the pack. She surfaced at the North Pole.

In January 1960, USS *Sargo* (SSN 583) made the first winter assault at the ice from the Pacific side of the Arctic, beginning her journey at Pearl Harbor. *Sargo* was under the ice for 31 days, covering 6000 miles. She surfaced on 16 occasions.

In August 1960, USS *Seadragon* (SSN 584) became the first ship to transit the Northwest Passage that links the Pacific and Atlantic through the Canadian archipelago. *Seadragon* continued on to the North Pole, crashed through the ice, and stayed long enough for crew members to engage in a game of baseball.

Two years later, or last August, *Seadragon* and *Skate* rendezvoused under the ice pack and conducted the first ASW exercise ever held at the top of the world.

What's it like to make such a journey? Nicholas R. Kieffer, TM3, veteran of the *Sargo* expedition, talked about the weather. It was quite comfortable in the sub even though the outside temperatures were between 20 and 40 degrees below zero. "The

TOPSIDE — *USS Sargo* surfaces through ice into Arctic night. *Rt:* Submen play ball on top of the world.







SUBMARINERS rendezvous at Pole.

POLE

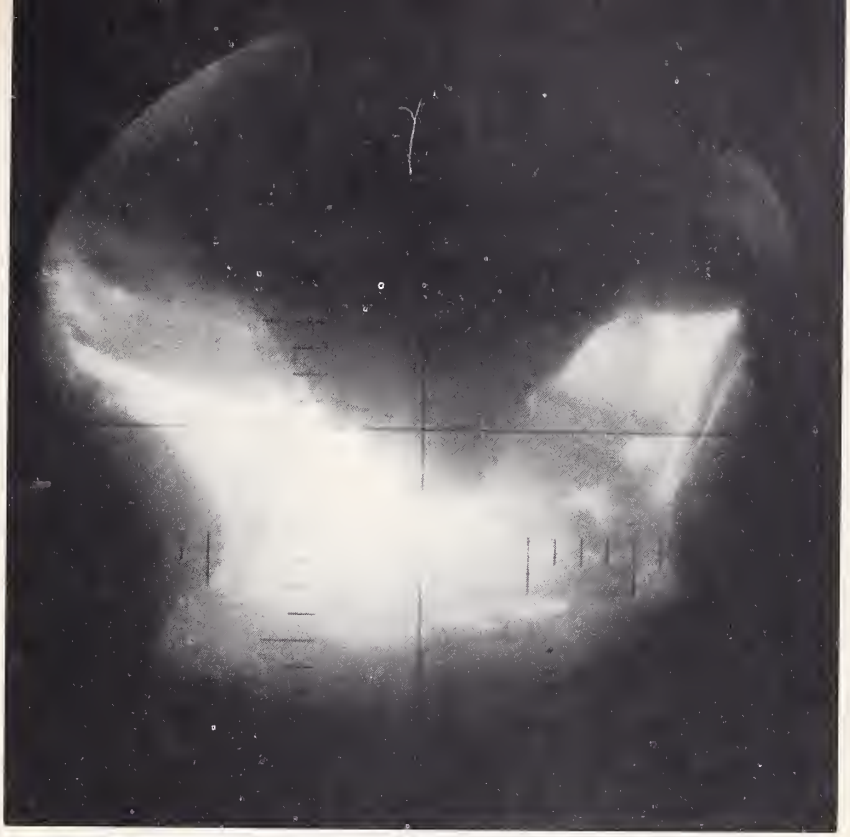
most surprising thing to me is that it seemed warmer at the North Pole than it was before we got there."

For Richard A. Robertson, IC1, the most memorable incident was "the time we punched through the ice to surface and found a one-ton chunk of ice on the conning tower."

David C. Rost, SK3, was impressed by the clothing the submariners wore during exposure to the arctic air when their ship was surfaced. "Uniform of the day consisted of long woolen underwear, standard Navy dungarees, and woolen shirt and pants, with arctic A-1 gear over the whole works." (Arctic A-1 gear is a coverall suit similar to the kind worn by aviators. The A-1 features a silk lining and nylon exterior.)

The *Sargo* voyage, which took a month-and-a-half, presented no special problems for the men who prepared the food. "We served up standard submarine fare," recalls William G. Plymale, CS1, a veteran of more than seven years in submarines and three years on board *Sargo*. "It was the most outstanding cruise of my career. We all felt that we had accomplished something very important."

Sargo's engineering officer, LT Merlin C. Ritz, contrasted the new mode of travel with that of the early overland explorers. "We made the same trip, in ease and relative comfort, that men like Peary made by dog sled at great personal risk."



UNDER THE POLE — Bottom of polar icecap looked like this as sub searched for spot to surface. *Below: USS Skate* cracks through ice.



BOTTOM SIDE — Divers prepare to photograph underside of North Pole ice.





BY GREYHOUND — Navymen load clothing for disaster area aboard *USS Charles Berry* (DE 1035). *Below:* Marines pitch in to repair storm damage.





TYPHOON winds whip harbor water.

In the

ON 13 NOV 1962 the western Pacific island of Guam was all but leveled by a violent tropical storm called Typhoon "Karen." For five hours the island's 21 villages and complex of U. S. military installations were battered by winds that reached an estimated peak of 200 miles per hour. Guam-based Navymen said the damage was not only considerable—it was pathetic. Some said it was truly a miracle no one was killed, although many were injured. Debris, ranging from roofing nails to roofs, was strewn across the island's 32-mile length.

Approximately 9,000 islanders were left without food and shelter; many had escaped with only the clothes on their backs. Guam's electric power fizzled to lifelessness. More than a thousand utility poles that linked the island with electric power were down. Fresh water supplies were cut off; pumping equip-



BIG BLOW of this earlier typhoon which swept the Pacific as far as Japan, was not as strong as "Karen."

Wake of Typhoon 'Karen'

ment had been battered inoperative.

Most civilian housing and many temporary military structures had literally been blown to bits. Three small ships sank at their berths in Apra harbor; their crews made it ashore before they went down. The Ship Repair Facility was perhaps the most severely damaged military installation—official estimate: 80 per cent demolished. SRF buildings that protected precision equipment used to service ships had been blown away leaving lathes, milling machines, sensitive electronic equipment and other gear exposed to salt spray and rain.

After the storm the islanders draped what rain-soaked clothing and bedding they could salvage over bushes and makeshift laundry lines. A team of military and civilian officials surveyed the damage, called for help in a clean-up fix-up operation, and every man on Guam rolled up his sleeves and went to work.

WITHIN HOURS the banging of hammers, crunching of saws, and grunts of manual labor made up a chorus that said the rebuilding of Guam was underway. Everybody lent a hand.

There was lots to be done. One of the most immediate problems—food for 70,000 island residents—was quickly solved. Storage areas at the Guam Naval Supply Depot had enough food to feed the entire population until routine replenishments arrived. The naval station mess hall accommodated between eight and 10,000 persons each day. The Army's 25th Infantry Division set up 63 field kitchen stoves at various strategic points.

The naval hospital, meanwhile, was busy treating injuries. No epidemics were detected, and medical authorities had taken every precaution to prevent the spread of diseases not uncommon to disaster areas. Typhoid vaccine was administered to all islanders.

A considerable amount of outside assistance was required. The situation was so bad the island had neither the manpower nor equipment to do a quick, thorough, clean-up fix-up. Within hours, help was en route to Guam from as far away as Norfolk, Va.

One of many top priorities was to restore the island's electric power. More than a thousand utility poles had to be replaced, and hundreds more needed resetting. Guam-based communications technicians managed to get the military command telephone circuits going with emergency generators. Guam public works personnel restored landing lights at NAS Agana before dark on the day of the big blow, permitting round-the-clock landings for relief aircraft. Portable generators were sped to Guam by air from bases in





NAVY CORPSMAN gives members of Fourth Marines typhus shots prior to embarking for stricken Guam. *Rt:* Leathernecks restore communications.

Hawaii and used for emergency power throughout the island.

PACIFIC FLEET Headquarters at Pearl Harbor, Hawaii, took charge of salvage operations, sending men and equipment to assist.

The First Marine Brigade, based at Kaneohe, Hawaii, had 400 Marines in aircraft en route to Guam hours after the disaster to aid in clean-up.

Pearl Harbor's Public Works Center sent 80 civilian power cable splicers, power linemen, diesel mechanics, and telephone linemen. Additional public works help came from Subic Bay, Philippines.

At Port Hueneme, Calif., 100 Seabees of Mobile Construction Battalion 11 were immediately airlifted to start major rebuilding projects. The remainder of MCB 11, nearly 400 men, left for Guam two days later on board the MSTS transport USNS *Barrett* (T-AP 196).

The Naval Air Station at Barber's Point, Hawaii, was loading site for emergency generators, water purification tablets, and other items urgently needed at Guam. Tactical Support Squadron 21 shuttled hundreds of volunteer technicians. Two VR 21 aircraft were on the way to Guam the evening of 13 November with volunteers from the Hawaiian Electric Company and Pearl Harbor's Naval Shipyard and Public Works Center. Another aircraft carried 45 Navy constructionmen and their equipment. A fourth carried two crews from the Hawaiian Telephone Company, 13 Army Signal Corpsmen based at Schofield Barracks in Honolulu, more Seabees, and 1500 pounds of equipment. All these men had volunteered for underground electric cable work, diesel engine repairs, telephone repairs, and line construction.

WITHIN TWO DAYS the landing and parking facilities at NAS Agana had been restored and the field was capable of handling commercial air traffic.

Three days after the storm the Ship Repair Facility was back in operation and could perform virtually any repair job with makeshift equipment. The SRF crew of 700 men had found enough canvas to cover every piece of exposed gear. They then washed down and preserved their equipment. SRF phones were restored and emergency generators installed until the major base power supply once again became operational.

Days later many pumps still lacked power and water pressure was limited to low coastal areas. Most villagers, however, soon had clean, fresh water. Others were serviced by tanker-trucks.

The MSTS transport USNS *General Daniel I. Sultan* (T-AP 120), which had arrived at Guam on the day of the storm while en route to Japan, remained for a week to assist in salvage, security, recovery, and to provide emergency power and a myriad of services. *Sultan* passengers (1100 Army troops) assisted in special clean-up details. LT John C. Leissring, MC, USN, set up a miniature hospital in the ship's sick bay and formed a medical team to treat islanders injured in the storm.

Eyewitnesses Describe Conditions at Height of Typhoon

"Stones flying over roof tops sounded like shotguns being fired as they struck buildings." This was the comment of Lieutenant "VO" Campbell, Maintenance Officer of Navy Patrol Squadron 28, who was on Guam when Typhoon "Karen" blasted her way across the island last November.

The squadron, on training maneuvers in the area, had landed at Guam to refuel their six deployed planes when the island was alerted to Typhoon Condition 1.

Arthur E. Seibert, ADRC, reported the barracks they were in—supposedly typhoon-proof—shuddered under the strain of the gale force winds. He said, "Occasionally, a door or storm window would blow away and torrents of rain would lash through the building, drenching everyone and everything, leaving the building standing in a couple of inches of water."

In trying to describe how strong the wind was. Thomas W. Jarrell, AOC, retold a conversation he had with a man after the storm. He said, "A friend and I were looking for shelter when a tremendous gust of wind knocked us down. When I got up my friend was nowhere in sight." It was learned later that the man had been picked up by the sudden gust of wind and carried about 50 yards away.

Once the storm had passed, the VP-28 sailors teamed up with emergency rescue crews setting up aid stations, getting fresh water supplies and used their professional skill in helping restore electrical power to the base.

The 40 non-flying members of the squadron's ground support unit remained on the island until 16 November to lend a helping hand in clearing the rubble and rebuilding the typhoon-ravaged base.

Another *Sultan* doctor, LT Richard W. Warren, MC, USN, took the evening duty in obstetrics at Guam's crowded naval hospital. (Delivered by Dr. Warren in less than a week: 12 babies.)

Sultan's sick bay took over the laundry and sterilization chores for the naval station dispensary, and *Sultan* corpsmen joined other Navy and Marine hospitalmen in the mass typhoid immunization program.

Many civilian passengers volunteered their professional services. Doctor and Mrs. Richard Morovitz, and five nurses and seven nurses' aides, marched to the hospital to help treat the injured. More than 30 civilian electricians and diesel engineers from the ship worked around the clock with Public Works Center personnel energizing auxiliary diesel plants for island power. Others joined island personnel in electric wire restringing operations.

THE SEVENTH FLEET salvage ships USS *Bolster* (ARS 38) and USS *Reclaimer* (ARS 42) assisted in raising the ships sunk in Apra Harbor—the Korean patrol craft *Han Ra San*, the *Philippines' C-26 Negros Oriental*, and the dredge *John S. Campbell*. The dredge was the first to be raised; its use was urgently required to keep pace with an undisclosed timetable for dredging out some sections of the harbor to make passage room for special submarine tenders which will some day service Fleet ballistic missile submarines earmarked for Pacific duty.

Back at Pearl Harbor, equipment too bulky to be airlifted was loaded aboard ships and sent by sea. Fourteenth Naval District Headquarters (Pearl Harbor) collected relief supplies from local charity sources and soon had accumulated 2500 pounds of lightweight clothing (appropriate for Guam's tropical climes) and more than 5000 pounds of food.

At Norfolk, Va., U. S. Atlantic Fleet Headquarters messaged the Pacific Fleet that east coast sources were prepared to ship medical supplies, toiletries, and clothing. The weekend following the storm two aircraft loaded with 20,000 pounds of supplies departed east coast airfields for San Diego, where the goods were put on Guam-bound ships.

At last report, Guam had almost returned to the shape she was in before the visit of Typhoon "Karen."

— Dan Kasperick, JOI, USN



BARREL ROLLING — A new gun barrel is tightened in a turret on DD.

Fastest Regunners in the West

Crew members of the Cruiser-Destroyer Force Pacific Fleet destroyer tender USS *Bryce* Canyon (AD 36) have staked a claim to being the "fastest regunners in the west" (afloat type, anyway) these days. They're basing it on the swift switcheroo they accomplished recently aboard the destroyer USS *Watts* (DD 567).

Using a crane, a giant regunning tool which could well have found a home in the legendary Paul Bunyan's tool kit, and a lot of elbow grease, the hustling tendermen removed all of *Watts'* old five-inch gun barrels and installed new ones in just a day and a half.

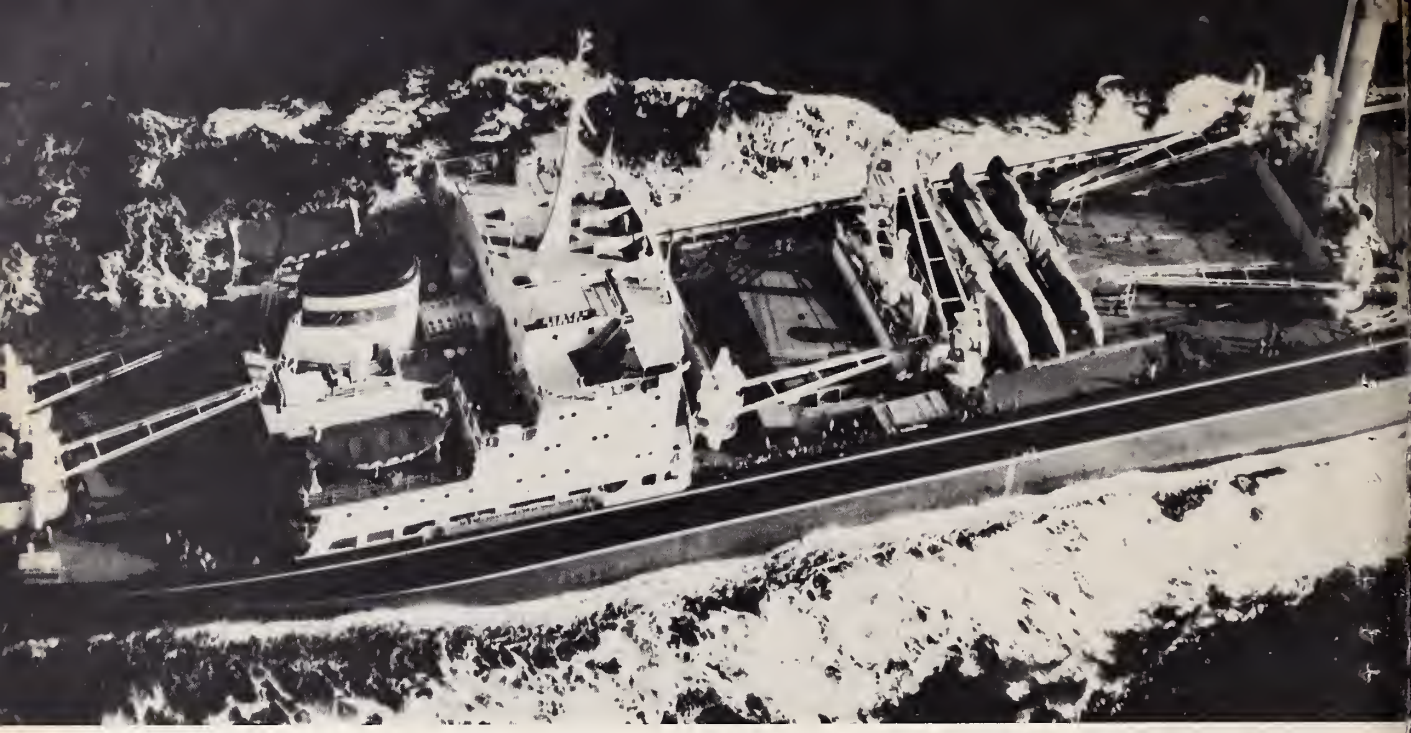
It was a sparkling performance—especially when you consider that until about a year and a half ago, the Navy considered a job of this scope beyond the capabilities of an AD. It took them eight days the first time, but the *Bryce Canyoners* proved it could be done. That was a little more than 16 months ago—and in the interim they've polished and refined their techniques while performing similar refittings on three other CRUDESPAC tincans. Now, with the *Watts* job, these destroyer tender quick-draw artists have demonstrated that they can barrel through such an assignment with the best of them.

The *Bryce Canyon's* top-drawer achievements in the regunning field will come as no surprise to those who knew her record as one of the Navy's top ships.

The Long Beach-based tender became the first ship in the Navy to win a Gold "E" award a couple of years back. In all, she's been awarded six Battle Efficiency "E's"—and is currently gunning for more.



BARRELING DOWN — Ordnance repair team from USS Bryce Canyon (AD 36) lower a replacement gun barrel on USS Watts (DD 567).



RETURN TRIP — Soviet ship *Okhotsk* heads out from Cuba with three bomber fuselages on her deck.

Action Report: Cuban Crisis

ACTIONS OF THE U. S. military services during the Cuban crisis have been outlined by the Department of Defense. Summaries of actions by the Army, the Navy and Marine Corps, and the Air Force were listed.

Here is the roundup that shows the role performed by Navymen and Marines.

On 1 Oct 1962 forces of the Commander in Chief, U. S. Atlantic Fleet, were engaged in normal training and upkeep throughout the western Atlantic and Caribbean areas. VADM John McNay Taylor, USN, Commander Second Fleet, embarked in USS *Newport News* (CA 148), was at sea off Nova Scotia. Antisubmarine carriers USS *Wasp* (CVS 18), *Essex* (CVS 9) and *Lake Champlain* (CVS 39) were in the Boston-Newport area. USS *Intrepid* (CVS 11) was at sea off New York and USS *Randolph* (CVS 15) was in Norfolk, Va. Cruisers and destroyers were engaged in local operations stretching from Newport to Guantanamo.

In the Caribbean, the guided missile cruiser USS *Canberra* (CAG 2), six destroyers and one amphibious ship were in Guantanamo. USS *Shangri La* (CVS 38) and seven destroyers were in Mayport, Fla.

Attack aircraft carriers were located as follows: USS *Enterprise* (CVAN 65) was en route to Norfolk from the Mediterranean; USS *Independence* (CVA 62) and *Saratoga* (CVA 60) were in the Norfolk area.

Destroyers and submarines were in Key West. Normal air patrols and training were being carried out in Key West, Roosevelt Roads (Puerto Rico) and Guantanamo.

A regularly scheduled exchange of the Marine Battalion Landing Team in the Sixth Fleet in the Mediterranean was in progress.

THE ATLANTIC FLEET operations schedule for the period 18-26 October was as follows:

• PHIBTRALEX 3-62 (Amphibious Training Landing Exercises)—amphibious landing exercises and training afloat and ashore in the Vieques area, scheduled for 27 Aug-2 Nov, was still in progress, involving Amphibious Squadron Eight with the 2d Battalion of the 2d Marines embarked.

• UNITAS III—third annual ASW training exercise conducted by Commander South Atlantic Forces, RADM J. A. Tyree, Jr., USN, with several South American countries during the period 17 Aug-10 Dec.

• PHIBRIGLEX 62 (Amphibious Brigade Landing Exercise)—an exercise designed to train and exercise naval forces to conduct an amphibious assault and associated naval operations from Onslow Beach, N. C., to the Virgin Islands in the Caribbean, 15-30 Oct. Principal forces involved were as follows:

USS *Independence* (CVA 62), USS *Randolph* (CVS 15), USS *Okinawa* (LPH 3), USS *Thetis Bay* (LPH 6), 15 destroyers, 14 amphibious ships, 3 submarines, 4 mobile support ships, and 1 Marine expeditionary brigade (1 regimental landing team, 1 composite Marine aircraft group, plus supporting units).

• SWEEP CLEAR III—joint Canadian and U. S. minesweeping exercise off Nova Scotia.

Beginning 19 October all aircraft and squadrons not required for air defense, reconnaissance and ASW surveillance were relocated because of overcrowding at Florida bases.

More than 40 ships got underway commencing on 15 October to carry out the scheduled PHIBRIGLEX 62. Surveillance of the shipping lanes was being carried out throughout the Caribbean area.

THE INFLUX of an average of 30 ships per month, Soviet and Soviet-chartered, loaded with military equipment and Soviet personnel, made it mandatory that surveillance

flights be made over suspected missile installation sites on the island of Cuba.

Navy and Marine Corps air units were ordered into southern Florida and Caribbean air stations to bolster air defense capability. All air and surface units of the Atlantic Fleet were placed in an increased readiness state and many were ordered to sea. Marine air and ground units were alerted for possible developments.

The orders to increase the aerial surveillance of Cuba to confirm the presence of missile sites were first filled by F8U *Crusader* photographic planes flown by pilots of Navy Light Photographic Squadron 62 and Marine Corps Composite Reconnaissance Squadron Two, operating from bases in Florida. More than 80 sorties composed of from two to 10 aircraft totaled more than 100 hours of photographic surveillance.

Maritime surveillance was performed by P2V *Neptunes*, P5M *Marlins*, S2F *Trackers*, WV *Warning Stars* and helicopters flying a total of more than 20,000 hours during the crisis. Approximately one-half of this total was flown by carrier-based aircraft (S2F *Trackers* and helicopters).

As AERIAL PHOTO reconnaissance confirmed that Soviet offensive missile installations were in place and under construction in Cuba, the full mobile capabilities of the Navy-Marine Corps team were brought into play. Troops were loaded swiftly and units moved to attain a posture which would make possible any action ordered with a minimum reaction time.

On Sunday afternoon, 21 October, President Kennedy received a final definitive report that MRBM and IRBM missile facilities were being installed and that IL-28 1000-mile range bombers were being assembled in Cuba.

22 October

The evacuation of dependents from Guantanamo was carried out. Three hundred and ninety were brought to Norfolk by air and approximately 2800 were loaded aboard USNS *Upshur* (T-AP 198), USS *Duxbury Bay* (AVP 38), USS *Hyades* (AF 28) and USS *DeSoto County* (LST 1171), scheduled to arrive in Norfolk, Thursday, 25 October.

The ready Marine battalion landing team in ships of PHIBRON Eight was landed in Guantanamo.



BACK THEY GO — Navy dependents board MATS plane for return to Gitmo.

A Marine force was airlifted from California to Guantanamo Bay by MATS and other Marines moved by surface craft.

One Marine infantry battalion from Camp Lejeune, N. C., arrived in Guantanamo by air.

Battalion landing teams from Camp Lejeune were ordered to load out in available amphibious lift of PHIBRONS Six and Eight at Norfolk, Va., and Morehead City, N. C., to proceed to sea as soon as ready.

President Kennedy spoke to the nation on television and radio that evening.

Secretary of Defense Robert S. McNamara later announced that Admiral George W. Anderson, USN, Chief of Naval Operations, had been designated Quarantine Representative for the Joint Chiefs of Staff and that Admiral Robert L. Dennison, USN, Commander in Chief Atlantic, would be responsible for carrying out duties assigned by the Joint Chiefs of Staff.

The force prepared to implement the quarantine was commanded by VADM Alfred G. Ward, USN, Commander Second Fleet, who was in the cruiser *Newport News*, having relieved VADM Taylor on 20 October as previously scheduled.

Supporting his flagship was *Canberra*, the support carrier *Essex*, several squadrons of destroyers, and the requisite oilers, ammunition ships,

Return to Gitmo

Most of the dependents of Navy and Marine Corps personnel permanently assigned to the Naval Base, Guantanamo Bay, Cuba, were permitted to return in time for Christmas.

Approximately 1400 of the more than 2000 who were evacuated at the beginning of the Cuban crisis were expected to return by the first available transportation to join husbands and fathers whose tours of duty at Gitmo extended beyond 1 April.

Dependents of men scheduled for transfer from the base before that date were not returned.

The MSTS transport USNS *Geiger* (T-AP 197) was scheduled to sail from New York 11 December and 19 December with space for 400 dependents each trip. Air transportation was available in MATS flights from Norfolk beginning 11 December.

Personnel ordered to Guantanamo in the future will be permitted to take their dependents in accordance with instructions issued before the Cuban crisis.



KING-SIZE *Enterprise* (CVAN 65) was flagship of TF participating in quarantine. *Below:* Part of the Navy team that had role in Cuban Crisis.



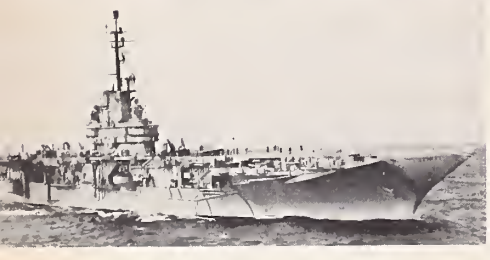
USS Newport News (CA 148)



USS Canberra (CAG 2)



USS Saratoga (CVA 60)



USS Shangri La (CVS 38)

USS Jaseph P. Kennedy, Jr. (DD 850)



etc. Admiral Ward's force had the designation of Task Force 136.

Task Force 135, commanded by RADM John T. Hayward, USN, Commander Carrier Division Two, stood by ready to come to the defense of Guantanamo if needed. His flagship was *Enterprise*, with more than 100 Navy and Marine aircraft on board. Aircraft types included F8U *Crusaders*, F4H *Phantoms*, A4D *Skyhawks*, A3J *Vigilantes* and AD-6 *Skyraiders*.

Additional support was available in the carrier *Independence* and supporting ships of Carrier Division Six, commanded by RADM Robert J. Stroh, USN. *Independence* also carried more than 100 aircraft including F8U *Crusaders*, F3H *Demons* and WF-2 *Tracers*.

All Atlantic Fleet mobile logistic forces were loaded and ordered to sea in support of Fleet forces deployed.

Protection of shipping was undertaken in Florida Straits, Windward Passage and Yucatan Channel by naval patrol aircraft and destroyers.

23 October

Organization of American States approved United States plan of action, including participation in quarantine actions where feasible, in the establishment of a quarantine and in actions to require that Soviet offensive weapons be withdrawn from Cuba.

UNITAS III was canceled and the U. S. Navy forces were ordered to the Atlantic to carry out tasks to be assigned.

President Kennedy issued the Quarantine Proclamation and set effective time as 10 A.M. (EDT), Wednesday, 24 Oct 1962.

Headquarters, RLT-6 arrived at Guantanamo Bay Naval Base.

24 October

At 10 A.M. (EDT), the Quarantine of Cuba was established and carried out by the air and surface units of the United States Atlantic Fleet.

No significant events during the first 24 hours. The aerial photographic reconnaissance flights continued.

Effective 24 October, the air and surface units of the quarantine forces began to intensify their search for Cuba-bound merchant shipping that might carry prohibited material. This material included surface-to-surface missiles, bomber aircraft, bombs, air-to-surface rockets and guided missiles, warheads for any of the above weapons, mechanical or electronic equipment to support or operate those items, and any other classes of material designated by the Secretary of Defense.

The Marine Corps buildup afloat was completed by 28 October, with officers and men embarked in amphibious ships of the Atlantic Fleet and additional forces en route to the Atlantic from the Pacific in amphibious ships of the Pacific Fleet.

SHORTLY AFTER 8 A.M. (EDT), 25 October, the first Soviet ship, a tanker, *Bucharest*, was intercepted and her cargo checked visually by a U. S. Navy destroyer without boarding. It was determined that she was carrying oil, as stated by her master, and she was cleared to proceed.

At 7:50 A.M. (EDT), 26 October, the Lebanese-flag, Soviet-chartered freighter *Marucla* was intercepted and boarded (see ALL HANDS, December 1962, page 2) by a party from the destroyers USS *Joseph P. Kennedy, Jr.* (DD 850) and USS *John R. Pierce* (DD 753). The boarding party returned to their respective ships at 10:20 A.M. (EDT) and reported as follows:

"No incidents. No prohibited material in evidence. All papers in order. Obtained copy of manifest. Cargo 12 trucks deck-loaded. All holds loaded to capacity. No passengers. *Marucla* cleared to proceed course 260, speed 9 knots to Havana via Providence Channel. Maintaining surveillance."

From 24 October until 6:45 P.M. (EST), 20 November, 55 merchant ships passed through the quarantine after their cargoes had been determined to contain no prohibited material. No ships were diverted or

found to carry any of the prohibited material.

USS *Enterprise* had returned to Norfolk, Va., from the Mediterranean on 12 October and got underway on 18 October. Destroyer Squadron 16 (seven destroyers) had returned from the Mediterranean on 3 October and got underway on 19 October. Amphibious Squadron Six (five ships) had returned from a five-month deployment on 19 October and got underway on 21 October.

FROM 22 OCTOBER to 20 November, Navy and Marine aircraft flew approximately 30,000 flight hours, covering a distance of more than six million miles; used five million gallons of aviation fuel; flew approximately 9000 flights. Eight aircraft carriers involving more than 25,000 people have been part of the quarantine forces.

Ninety ships of the Cruiser-Destroyer Force Atlantic Fleet have steamed more than 780,000 miles in maintaining the quarantine barrier. Each one of the eight carriers steamed more than 10,000 miles.

Commander Service Force Atlantic Fleet provided logistic support to an afloat population of more than 85,000 in 183 ships deployed over a 2100-mile front.

Admiral George W. Anderson, USN, Chief of Naval Operations, stated 9 November that: "The presence of many Russian submarines in Caribbean and Atlantic waters provided perhaps the finest opportunity since World War II for the U. S. naval antisubmarine-warfare forces to exercise at their trade, to perfect their skills and manifest their capability to detect and follow submarines of another nation. In tomorrow's newspapers, I'm sure you will see photographs of some of the submarines that came to the surface after the persistent surveillance of United States ships and United States aircraft."

ALTHOUGH not recalled by the President for the Cuban crisis, the civilian sailors of the Naval Air Reserve provided an enthusiastic volunteer back-up force for the Fleet, both in logistic support and in actual sea surveillance along the eastern seaboard and Gulf of Mexico.

Inspired by the President's message of 22 October, Reservists from Naval Air activities at South Weymouth, Mass.; New York; Lakehurst, N. J.; Willow Grove, Pa.; Andrews Air Force Base, Washington, D. C.; Norfolk, Va.; Jacksonville, Fla.; New Orleans, La.; and Glenview, Ill., manned their *Neptune* patrol bombers, *Trackers* and transports for these voluntary operations. In so doing, they logged more than 775 hours in logistic flights and some 350 hours of surveillance. More than 620,000 pounds of valuable cargo, and more than 1000 passengers were transported more than 122,000 miles.



HAPPY DAY — Navy families register for flight back to Guantanamo.

These voluntary operations by the Naval Air Reservists included their sighting and reporting of 190 different foreign surface and underwater craft, including merchant ships, Russian trawlers and fishing factories, Russian merchant ships, a Russian electronic ship and an "unfriendly" submarine.

UNDER THE COMMAND of RADM John A. Tyree, USN, *Cinclant* established the inter-American Combined Quarantine Force. This force included two Argentine destroyers, *Rosales* and *Espora*; two patrol frigates from the Dominican Republic, *Gregoria Luperon* (F-103) and *Capitan Pedro Santana* (F-104); and two destroyers from Venezuela, *Zulia* and *Nueva Esparta*. Arrangements for these combined operations were made in conformity with the further resolution adopted on 5 November by the Council of the Organization of American States acting provisionally as arranged in consultation.

President Kennedy announced during his press conference 20 November that the agreement by the Soviet Russians to remove the IL-28s from Cuba had enabled the United States to withdraw the quarantine imposed on 24 Oct 1962.

ABOUT 6:45 P.M. (EST), 20 November, the Commander in Chief U. S. Atlantic Fleet was directed to discontinue operations and to return units to normal operations.

The Atlantic Fleet Commander also directed Commander Antisubmarine Force, Atlantic Fleet, VADM E. B. Taylor, USN, to be prepared to locate and photograph Soviet ships leaving Cuban ports with IL-28 aircraft aboard. The requirement was expected to last for about 30 days in accordance with information provided by the Soviet Union that the aircraft would be out of Cuba within 30 days.

At the same time, Commander in Chief Atlantic, Admiral Robert L. Dennison, USN, directed RADM John A. Tyree, USN, to discontinue quarantine operations of the inter-American Combined Quarantine Force and to make recommendations for training exercises and/or port visits for the Argentine, Venezuelan and Dominican Republic forces involved.

As the orders went out to dissolve the quarantine forces, more than 63 ships of the mighty force which had clearly demonstrated its capability to respond quickly to its country's needs had an opportunity to be home for Thanksgiving. Other ships followed, many arriving during the following weekend.

Admiral Anderson pointed out the following:

"The entire operation has been a magnificent testimonial not only to the senior leaders of our government, but also to those commanders and commanding officers at lower levels who were so quickly able to move their troops—large numbers of troops—their ships—many ships—and their aircraft of many types in position to carry out lengthy, tedious and often very sensitive operations with a high degree of leadership, professional competence, courage and diplomatic skill."

★ ★ ★ ★ ★ ★

A Sailor of



WHAT WAS THE ORIGINAL USS *Bainbridge* (DD 1) really like?

"She was a dandy target . . . held together with baling wire."

Thus began the recollections of Charles W. Ritz, who retired in 1926 after 16 years of active Navy service, as told in a report from CRUDESPAC.

"I spent 11 years on board nine different DDs. I was chief water tender on *Bainbridge*, *Chauncey* (DD 3), *Decatur* (DD 5) and some destroyers of later vintage.

The destroyers Chief Ritz knew were not noted for a sleek appearance. They were built for speed. Their hulls were crammed with boilers and engines. They had none of the gear that is standard equipment today, such as radar, elaborate radio equipment and antenna displays.

The bright flames that shot forth from the short stacks of the old coal burners made them dandy targets at night.

"I don't know how I got through it.

"Today's *Bainbridge* (the recently commissioned nuclear-powered guided missile frigate) could take on a whole flotilla of the first DDs and walk right through them.

"It was all we could do just to keep those old cans repaired. The boiler and engine rooms were hot—140 degrees—and dark, too.

"The decks would get so hot we'd have to wear clop-clops to keep our feet from burning."

Clop-clops, Chief Ritz explained,

LOOKING GOOD—Chief Ritz admires today's DDs. *Below:* Chief took photo of USS *Decatur* (DD 5) in 1918.



he Four-Stacker Navy

were inch-thick pieces of wood that they nailed to the soles of their shoes.

"Call me Charlie, sonny.

"We pretty well managed to keep things together, though. Sometimes we used bailing wire—same as you did on a Model T."

SEVERAL TIMES, Charlie recalls, he had to get his ship underway alone. On one occasion, at Gibraltar during World War I, he had no help in the boiler and engine rooms because his men were all sick with the flu.

"I lighted the boilers, warmed the engines, passed coal and tended water for three days. When I came out on deck after that my eyes looked like two holes burned in a blanket. Then I came down with the flu."

The pitch and roll of the early destroyers, as Charlie describes it, was considerable. They rolled so much during typhoons in the China Sea that Charlie remembers seeing footprints on the bulkheads.

The heavy seas didn't upset Charlie. "I only got seasick once—and then deliberately—to collect a $14 bet that I could."

The armament of the early DDs consisted of two 3-inch guns, five six-pounders and two 18-inch torpedo tubes.

"The torpedoes were the most effective weapons. Of course, we had to be careful. Sometimes our torpedoes presented more of a hazard to us than the enemy. The darn things would circle and come back at us in boomerang fashion."

Charlie was on board *Chauncey* in November 1917, when she collided with the British transport HMS *Rose*. Both ships were on convoy, cruising with lights out, and collided shortly after midnight. Twenty-five men were killed.

"Fortunately for me, I was not in my bunk at the time. It was cut in two by the bow of that ship."

CHARLIE REMEMBERS some of the reforms of Josephus Daniels, Secretary of the Navy from 1913 to 1921.

He noted that Secretary Daniels improved the training of enlisted men. "But there were no Fancy Dan schools when I went through boot camp at Goat Hill in San Francisco Bay. We learned to be Navymen on the job."

Charlie had some firsts to report.

He served on board one of the first destroyers that developed refueling at sea.

He saw Eugene Ely land the first aircraft on a ship (1911).

He witnessed the first seaplane flight out of San Diego harbor in 1912.

And he served on board USS *Sumner* (DD 333), the first ship to win the red battle efficiency "E" two years running.

"I served on board *Bainbridge* until August 1918. She was tired and worn and had lost her kick. She could do only half her original 29 knots.

"I don't like to talk about the dear old lady, but she honestly couldn't do much. Her boilers were old and tired and we couldn't make much speed.

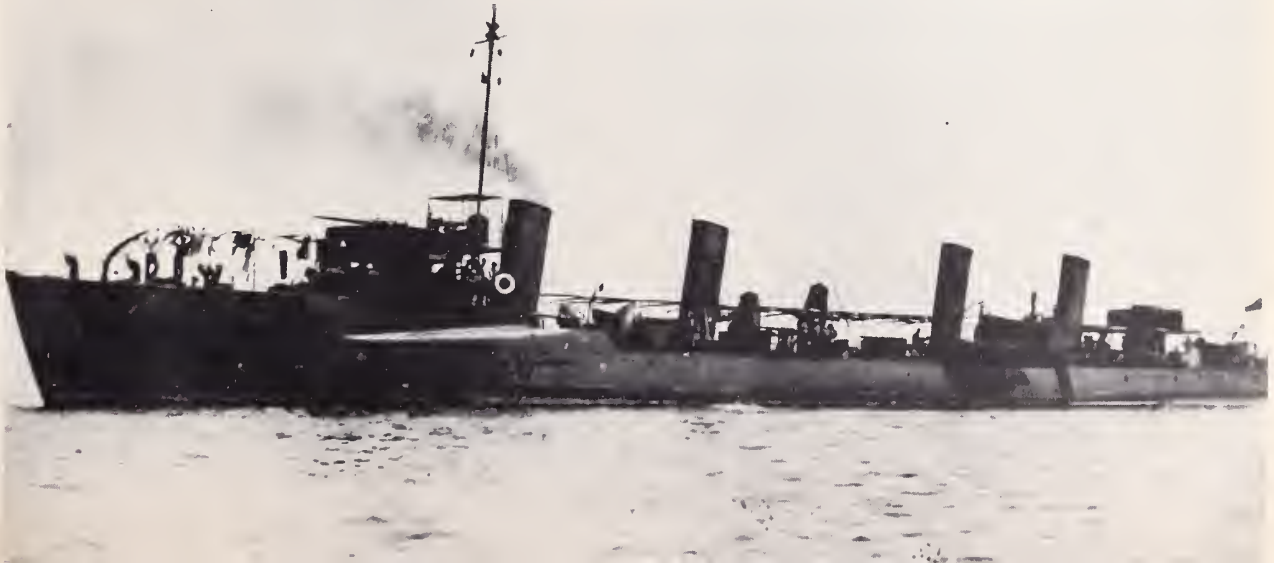
"We couldn't have caught a sub if we'd gotten up and taken off."

Bainbridge was quietly retired on 3 Jul 1919. Seven years later the hot, damp conditions of the boiler and engine rooms under which Charlie had worked for so long finally resulted in severe bronchitis and his retirement.



BACK THEN—The old-timer looked like this when serving as chief water tender in *USS Bainbridge*.

SOME CHANGES have been made in greyhounds since Chief Ritz served on board *USS Chauncey* (DD 3).





FUNNEL FIRE, says Chief Ritz, made DD 1 (above) a dandy target at night.

CHARLIE RITZ was born in a small farmhouse in Neosho County, located in southeastern Kansas.

"I was a skinny, 20-year-old clodhopper when I joined the Navy. I wanted to travel. The only world I had seen was the countryside between our farm and a gold smelter in Colorado."

Charlie's Navy life took him to more than 25 foreign countries.

He ate oysters from tree roots in the Philippines, searched for ebony wood in China, nearly caused a riot in India when he forgot that certain cows are sacred, and toured the Egyptian pyramids.

In 1920, Charlie was married. "Those were the days when a chief made $55 a month and left his wife put."

After his retirement, Charlie and his wife Lillian settled in San Diego. For 20 years Charlie worked for a power and light company.

When World War II got underway, Charlie tried to re-enter the Navy.

"I tried four times to get back in. Guess they thought I was too old, or sick, or something."

As an alternative wartime effort, Charlie served in Civil Defense as a first aid instructor and auxiliary policeman. "I worked nearly every night of the week. I was pretty tired when it was all over."

In 1946 Charlie and Lillian started building an adobe home on a sloping ridge at Valley Center, Calif., 60 miles northeast of San Diego. "I made the bricks myself. It took us almost four years to complete construction."

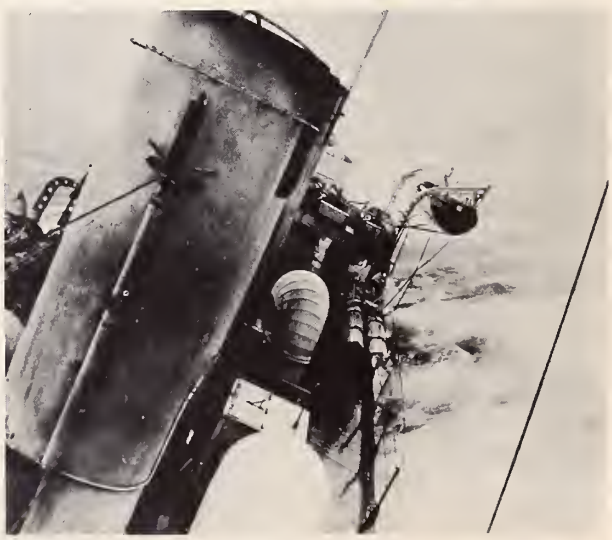
These days, Charlie, now 72, frequently visits San Diego to see the "more shapely workhorses of the Fleet." He likes what he sees.

"I'd go back in today if they'd let me."

Charlie still keeps step with the Navy, and still wears regulation shoes

TALES APLENTY—CPO Ritz chats during meal. *Rt*: DD of Charlie's day hits storm going over in WW I.







PACFLEET students are permitted inside out-of-bounds safety circle as they check on procedures for manning Navy's 40-mm AA gun.



GUNNERY director is given work-out in practice session at school.

U.S. Fleet Gunnery School

GUNNERY IS NOT a forgotten art in today's guided missile Navy. The U. S. Fleet Gunnery School, San Diego Calif., offers 33 regularly scheduled courses and trains an average of 1200 officers and 14,000 enlisted men each year.

The 73 instructors at the school represent nearly 1500 years of ordnance experience, covering every type of gunnery system in the Fleet.

Courses fall into three categories: Team training; maintenance training; and officer courses that provide the theory and practice necessary to qualify young officers for shipboard gunnery department assignments.

One of the team training courses taken most frequently is a one-day offering in which shipboard equipment is used. Simulated electronic air targets are inter-connected with gunnery and fire control equipment. The gunnery officer chooses the most dangerous target. Then the fire control radar operators work to "acquire" the target, the men on the computers determine course, speed and altitude, and the gun crews load and fire dummy powder projectiles. Between 60 and 100 target runs are usually made during the one-day course.

Technical and maintenance courses usually last two weeks. They are planned for the student who already has a certain technical background, gained in either a basic school or through shipboard experience, or both.

A minimum of theory and the maximum of practical experience is the rule of thumb for these courses. Emphasis is placed on assembly and disassembly, adjustment, and casualty troubleshooting.

The school offers an eight-week gunnery officer course that provides instruction on every gun and control system in the Fleet. This course is specifically tailored to qualify shipboard officers for gunnery department responsibilities. The first six weeks are filled with classwork and drills, using actual equipment. The seventh week is spent at sea aboard a destroyer undergoing gunnery exercises. During the exercises, students are rotated into every position from control officer to computer operator.

In the eighth week the students return to the classroom and compile the previous week's firing data.

Because a ship's operating schedule does not always allow an officer to be absent for eight weeks, four one-week courses are also available.

In addition to regularly scheduled courses, the gunnery school furnishes advice and assistance to ships with gunnery problems.

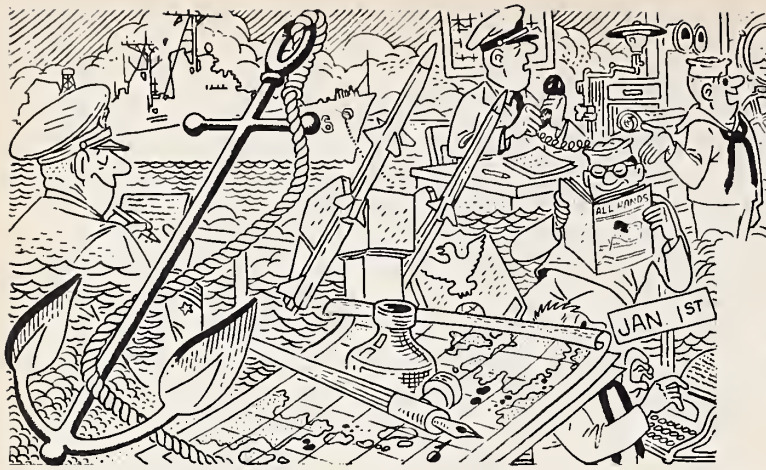
A gunnery training assistance team, comprised of one officer and four enlisted instructors, has been formed to offer assistance to any ship on specific gunnery problems or provide an appraisal of the over-all gunnery situation aboard.

The team goes aboard and evaluates a ship's gunnery department, then reports its findings to the gunnery officer. Later a follow-up letter is written to the ship's commanding officer with recommendations for specific training and assistance offered by the school.

Coast Guardsmen and Marines, as well as U. S. Navymen and those from foreign allied nations, are trained at the gunnery school.

HERE'S HOW — Actual shipboard gear helps to train gunnery students.





NAVY NEW

As some of our more acute regular readers may have noticed, All Hands has within recent years encouraged the submission of New Year's logs for publication in January of the following year.

For the benefit of others, it might be explained that

USS Yosemite (AD 19)

'Tis the first of the New Year,
The bright sixty-two;
We're tied up in Newport,
The same old pier two!
With standard lines doubled
And breast lines midships,
We eyeball the work load,
With our hands on our hips.
Port chain to the pier
Is just making sure
The ship will stay here
At least one more tour.
Alongside to starboard,
Not up in the hills,
The Sherman, *the* Courtney,
Hammerburg *and* Mills.
Some power from the pier,
The rest from below.
Numbers 3 and 4 jennys,
Number Four Boiler for show.
As SOPA, on board,
Our old friend DESLANT.
The boss of the horde
That will not say can't.
Were settled down here,
With condition Yoke set.
Another full year
Of the best you can get.

—N. V. Fowler, Jr., LT, USN.

USS Henrico (APA 45)

Here we are in the "Happy Hank,"
Loaded with men of every rank;
Moored to pier 10 that's built like a tank.
In Yokosuka.
Our starboard side is moored today
With six strong lines and two springlay;
This prevents us from getting away
From Yokosuka.
We're taking services from the pier
To top us off for the coming year;
I'm afraid that's water, Bos'n, not beer,
In Yokosuka.
Number One Boiler is on the line;
Generator two is doing just fine,
The way they do it all the time,
At Yokosuka.
We have Yoke set and Readiness IV;
The engineroom requires no more
Than four hours' notice to leave the shore
Of Yokosuka.
Among many ships of the U. S. Fleet
Present with decorations replete,
Oklahoma City *carries* COMSEVENTHFLEET,
SOPA, Yokosuka.
Embarked this vessel, and in his rack,
Is Commodore Bullen, COMPHIBGRUWESTPAC;
He's our leader; he keeps us on track
In Yokosuka.

—Forrest E. Leamons, USN

USS New (DDE 818)

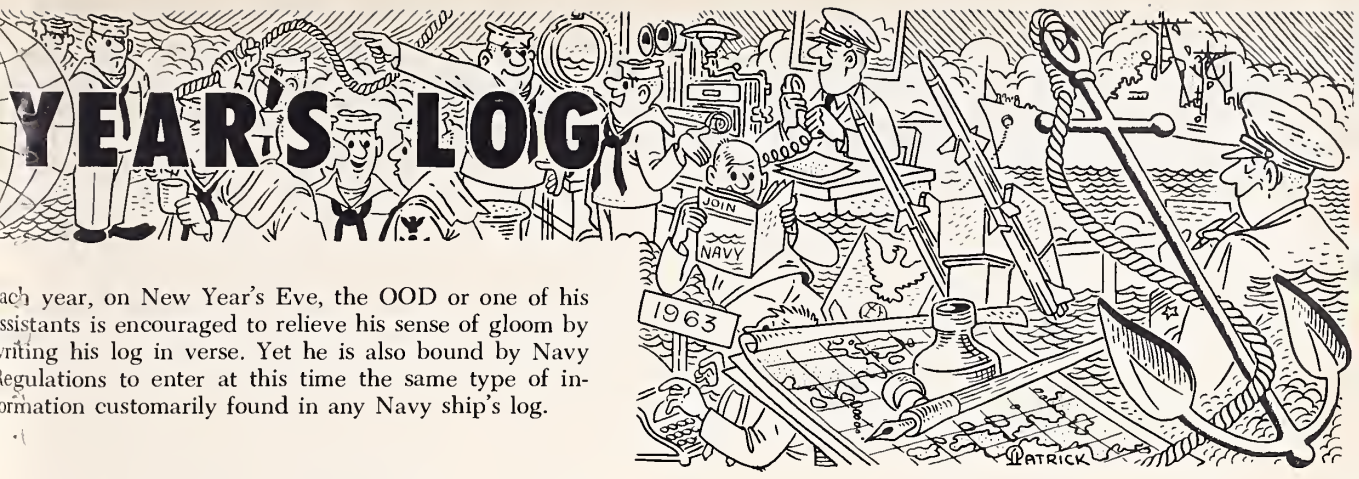
The night is clear, the air is cold;
In creeps the New Year, out slips the old.
At DESSUB *Piers, a mighty squadron rests.*
Shenandoah *is our mother dear,*
Nestled at her side we have no fear.
All lines are doubled, both fore and aft;
Alert quarterdeck watch on every craft.
Owens *and* Rich—Holder *and* New,
The names we bear, unknown but to few.
Antisub warfare is our primary task;
We'll tell who's best, if one should ask.
Condition X-Ray through the ship is set;
Security reports no fear we'll get wet.
From mother tender comes our steam,
Winding across the friends on our beam.
Ships here include units of Atlantic Fleet,
At Norfolk, Va., when not off on their beat.
District and yard craft hover nearby;
If alarm is sounded, to their tasks they will fly.
SOPA with us—he's the very best,
Is COMASWFORLANT *and his mind is at rest,*
In an instant's notice he knows we'll respond
To any task he sets us upon.
Now it's time to close, my relief is in sight;
There remains one more duty to perform on this night:
To bid from us—the good ship New,
A Happy New Year—to all of you.

—John A. Smith, ENS, USN.

USS Magoffin (APA 199)

As New Year's came, the horns they blew;
And here we are, moored starboard side to.
Beside the Renville *we are at rest,*
Doubled standard mooring lines—they're the best.
To insure that our crew in safety may slumber,
We've a wire preventer aft—one in number.
The past year was our time to roam;
Now we call USNS, Pier 4, San Diego, our home.
Missing are noises usually prevalent;
Our ship rests on cold iron, is blissfully silent.
All our services come from the pier:
Fresh and salt water, power, steam—but no cheer.
A phone we have so our men can call;
To let us know they are having a ball.
All around are our sisters of the Pacific Fleet;
District and yard craft too, in formations neat.
SOPA, COMNAVAIRPAC, *North Island, sends greetings to all,*
And wishes our troubles this year will be small.

YEAR'S LOG



ach year, on New Year's Eve, the OOD or one of his ssistants is encouraged to relieve his sense of gloom by riting his log in verse. Yet he is also bound by Navy egulations to enter at this time the same type of in- ormation customarily found in any Navy ship's log.

We in Magoffin *hope that the New Year will bring*
Peace to the world—now let the bells ring.

—J. H. Cale, EMC, USN.

USS Seminole (AKA 104)

Moored fore and aft to buoys in the bay,
In San Diego, Cal., we welcome this day.
Our port anchor chain leads to buoy 41;
To it for our safety, sixteen fathoms are run.
Back aft we're held to buoy forty-two;
With two lengths of wire that will surely do.
During this time of peace and rest,
Number VI is our state of Readiness.
Watertight integrity is, of course, no bet,
So Modified Yoke is the condition we've set.
Number Two Boiler spews forth its wealth
To provide for our comfort and also our health.
Our Number One generator pours out its power
To fulfill our needs from fantail to bower.
Other ships present here in the bay
Traverse the Pacific to ports far away.

SOPA's at North Island, he's COMNAVAIRPAC;
Great responsibility rests on his mighty back.
With quiet in the bay, all watches are posted;
This leaves but one group yet to be toasted.
To all our mates, both aboard and away,
Best wishes to all on this New Year's day!
Before we close the first log of the year,
There is one more verse we would have you hear.
Our prayers we tender, for those we hold dear,
In hope they'll be answered with peace in this year.

—R. H. Holt, ENS, USNR.

USS Tweedy (DE 532)

The time is just one second past
The old year on the clock.
We're moored now in a nest of ships
On the north side of our dock.
We're at the U. S. Naval Base
On Narragansett Bay,
And Newport is the city's name
Up old Rhode Island way.
Our mooring lines are standard size
For DEs in the Fleet.
Our berth is number one three five.
It's one that's really neat.
Within this nest are six fine ships,
All resting in their place.
The government which owns them all
Is our United States.
The first ship is Arcadia,
The AD twenty-three,
And all the rest from two through six
Are classified DE.
Coates, *who's next, shows six eight five,*
Then Woodson, *three five nine,*
And Loeser, *bearing six eight zero,*
In the bow lights shine.
The next ship is the Tweedy,
Our own fine ship, it's true;
The number showing on her hull—
Five hundred thirty-two.
The last one is the two eighteen.
The Darby *is her name,*
And all these ships somewhere have gained
Some glory or some fame.
Throughout our ship we're modified
And set condition Yoke.
It's one thing we must not forget
It helps us stay afloat.
There's one thing more that we must add;
It's something we all know.
Our SOPA here is COMDESLANT;
This entry we must show.
This writing we do here conclude;
It's finished now and done,
But out of all these ships we think
We have the greatest one.
Before we part and bid adieu,
Before the morning's light,
We bow our heads in prayer for peace
And wish you a New Year bright.

—J. L. Burton, LT, USNR.

Staff, ComCruDesFlot Three

The midnight bells ring loud and clear
As I with envy bend my ear
Toward raucous sounds of wassail's due
That herald for us a year brand new.
Steel decks are cold unto my feet.
Bryce Canyon, *tender of the Fleet,*
Contains the Flag, CRUDESFLOT *Three,*
Rear Admiral Kauffman, presently.
The Long Beach Naval Station mole
Has berths aplenty I've been told.
At pier fifteen we brave the tide
With four destroyers by our side.
To port, what an impressive view;
The lights of DESDIV *One Nine Two.*
Reciting names, there are none I lack
Pritchett, Cowell, Trathen, Black.
COMMINPAC *at Terminal Isle*
Has been SOPA all the while,
Rear Admiral Veth, perhaps abed
Wears this laurel on his head.
The coffee's mud, my smokes are gone
And I, though sleepy, linger on.
This watch I stand in order to
Wish a glad new year for you.

—C. L. Laning, LTJG, USN.

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D.C.

Saluting the National Ensign

SIR: Art. 2108, para. 1., *Navy Regulations,* states in part: "Each person in the naval service, upon coming on board a ship of the Navy, shall salute the National Ensign if it is flying."

Naval customs and traditions hold that the quarterdeck and officer of the deck shall be saluted when coming on board.

My interpretation is that if the Ensign is flying, both the officer of the deck and the Ensign should be saluted, but that if it is not flying, only the officer of the deck should be saluted.

A shipmate's interpretation is that since *Navy Regulations* do not specifically prohibit the tradition of always saluting twice, this custom should be adhered to, regardless of the hour.

Which is the correct interpretation? —R.F.S., QMC, USN.

• *First, a little background, Chief.*

The 1920 edition of "Navy Regulations" (Art. 265) required all officers and men, each time they reached the quarterdeck, whether from a boat, a gangway, from the shore or from another part of the ship, to salute the National Ensign. If the Ensign were not hoisted, then this salute was to be rendered only when leaving or coming on board ship. After the salute to the Ensign, the officer of the deck was to be saluted, and he was required to return both salutes. However, this has been changed.

Art. 2108, "U. S. Navy Regulations," 1948, requires persons in the naval service coming on board a ship of the Navy, to salute the National Ensign if it is flying, after which a salute is rendered to the officer of the deck. In contrast to the earlier edition of "Navy Regulations," no requirement for saluting when the Ensign is not hoisted is contained in the 1948 "Navy Regulations." —ED.

Rate Change Under SCORE

SIR: A shipmate and I are both in critical rates. We're wondering if it might be possible for us to be eligible for some of the benefits of the SCORE program.

Is it possible, for example, for a radioman in pay grade E-5 or E-6 (both critical rates) to reenlist under SCORE for conversion to communications technician (another critical rating)? Or, might electronics technicians in the same pay grades (critical rates) convert under SCORE to aviation electronics technician (also critical)?

A number of our friends contend that only personnel in non-critical ratings can take advantage of the excellent opportunities available under the SCORE program.—G.G.H., USN.

• *Your friends are right in the vast majority of cases—conversions under SCORE from one critical rating to another are not generally approved.*

The purpose of the SCORE program is to provide input to critical ratings from the overmanned ratings. Critical to critical would be an unwise expenditure of funds.—ED.

The LDO Program

SIR: After reading and rereading articles pertaining to the LDO(T) program in Navy instructions, the *BuPers Manual* and various laws, I am still confused on certain points. Other LDOs I have talked with seem equally confused. Can you help us by answering these questions?

A CPO is appointed to LDO(T) ENS after 12 years' enlisted service. Upon completion of 20 years' service, while serving as a temporary LT, he reverts to CPO and enters the Fleet Reserve. When he has completed 30 years' active and inactive service, does the present law provide for him to be promoted to the rank of LT on the retired list?

How about a CPO with 23 years' enlisted service who is appointed to LDO(T) LTJG? He fulfills his three-year contract and, while serving as a temporary LT with 26 years' service, reverts to CPO and enters the Fleet Reserve. Can he be promoted to LT on the retired list after he completes 30 years' service?

A WO1(T) is appointed to LDO(T) LTJG and is passed over twice for promotion to LT. If he chooses to revert, will he be reverted to the warrant rank originally held, to the warrant rank he would have held had he remained warrant, or to his permanent enlisted rate?—J.A.H., LTJG, USN.

• *We don't know whether this will end your confusion or not, but here are the answers to your questions.*

An LDO(T) who reverts to his permanent enlisted grade after 20 years and enters the Fleet Reserve, can be advanced to his commissioned rank on the retired list after 30 years' active and inactive service combined, if the Secretary of the Navy determines he held his commissioned grade satisfactorily.

This also applies to the CPO with 23 years' enlisted service who is appointed to LDO(T) LTJG and serves three more years before entering the Fleet Reserve as a CPO.

Finally, an LDO(T) LTJG who fails to be selected for LT and who has previously been a WO1 would revert to his permanent enlisted rate.—ED.

Medal Wearing

SIR: After a lively discussion on the proper way to wear medals, a group of my shipmates and I don't seem to be able to agree on the correct interpretation of Art. 1031 (1) of *Uniform Regulations.* Could you help us by answering these questions?

Must five medals be worn overlapping on one bar or may they be worn side-by-side in two rows with two medals on top and three on the bottom?

How are seven medals worn? Eight? —R. C. P., DT2, USN.

• *It's really quite simple.*

Five medals should be worn overlapping on a single bar. Additional bars are not used unless more than five medals are worn. Six medals would be

Wearing of "E's"

SIR: *USS Newport News* (CA 148) was awarded both the battle efficiency "E" and the green "E" for efficiency in operations. May crew members in the operations department wear both "E's" on the uniform? I have consulted several publications and have been unable to come up with a satisfactory answer.—W.S.B., LTJG, USN.

• *This seems to be a matter of continuing confusion. Only one "E" is authorized for wear on the Navy uniform. Thus, the "E" may represent either a battle efficiency award or a departmental proficiency award, or both. The "E" should be white for wear on blue uniforms and blue for wear on khaki, white and aviation green working uniforms. Other colors or letters are not authorized. However, men of a ship which wins the battle efficiency "E" for five consecutive years are authorized to wear a gold "E."*—ED.

worn side-by-side in two rows of three apiece.

Seven medals should be worn overlapping in two rows with four in the bottom row and three in the top one.

If you rate eight medals, you should wear two rows of four each, overlapping.

In all cases in which two or more rows of medals are called for and there must be fewer medals in one row than in the others, the short row should be centered above the full rows.—ED.

Discharged or Separated?

SIR: I'm confused, and, frankly, a little embarrassed. As a personnelman I'm familiar with the manuals and directives that contain the official word, but I don't know whether I'll be "discharged" or "separated" when my present tour of duty expires. Perhaps you can tell me.

I'm on overseas shore duty and will soon be transferred to a separation activity in the continental U. S. When I arrive at the separation activity I'll be less than three months shy of completing the six years of day-to-day military service for which I am obligated.

BuPers Manual (Art. C-10317) indicates I can be discharged only after completing my six years of obligated service. Does this mean I must wait at the separation activity for three months before I'm discharged? Or will I be "separated" immediately—three months before my six-year obligation has been fulfilled? — V.L.F., PN3, USN.

• *The answer to both questions is no. With less than three months to go, you would be eligible for discharge immediately upon arrival at the separation activity. If you had more than three months' obligated service remaining, you would probably be "separated" from your active duty status and placed in the Reserves. Later, when your service obligation has been met you'd be discharged.* — ED.

Was That My Ship?

SIR: I would appreciate it if you identified the destroyer in the photograph which appeared on page 15 of your September issue.

It has the same silhouette as my old ship, USS *Maury* (DD 401), and the scene is reminiscent of an action we had in 1944, although the exact location escapes me now.

An APD (possibly concealed in the photograph by the AA bursts and smoke) about 800 yards off *Maury's* after starboard quarter started a fire on this low-flying bomber.

Evidently realizing he was doomed the pilot tried a suicide run on *Maury*, coming in straight for our fantail.

The gun captain on number four mount (a BM2 named Massey) secured his gun crew but remained on station himself, taking shelter by laying his head down on the breach of number four five-inch.

Mount three secured at the same time, totally evacuating the mount. The gun captains on the two after 20-mms (located on secondary conn) also secured their gun crews but remained on station themselves.

These two men waited until the kamikaze was at point-blank range and each of them fired a full magazine of 20s into the cockpit and engine, causing the plane to crash and explode about 50 yards aft and a bit to the port side of *Maury's* fantail.

When the plane crashed and exploded a piece of the engine manifold landed about two feet from me between the two port torpedo mounts. In the excitement, I threw this piece of metal over the side never thinking at the time what a wonderful souvenir it would have made.

I feel certain that quite a few of us in *Maury* that day owe our lives to those two men on the after 20s. They later received the Bronze Star and, I believe, were promoted for this action but we all thought they rated more. — William J. Lynch, HMC, USN.

SIR: In the first week of January 1945 *Maury* was part of a screen for a jeep carrier force en route south of Luzon toward Lingayean Gulf to provide air cover for the landings.

The formation was jumped by Japanese aircraft—I think there were three —approaching low on the water directly toward *Maury*. The ship astern got one of them. I lost sight of the second and the third bore in smoking from *Maury's* 5-inch fire.

The pilot saw he couldn't make it to the carrier, so he tried to crash *Maury*. He probably would have made it but for a very brave 20-mm gunner who scored hit after hit as the blazing plane came straight at him. It splashed just a few yards off *Maury's* port quarter in the position shown in your photograph. — CDR Donald J. Moe, USNR.

SIR: USS *Ralph Talbot* (DD 390) shot down an enemy plane in the Sulu Sea on 15 Dec 1944 in an action that looked very much like that pictured on page 15 of your September issue.

Was *Talbot* the ship in the picture? — D. H. MacHaffie, CTC, USN.

• *Unfortunately for latter-day editors, most action shots taken during World War II were captioned simply "somewhere in the . . . , sometime."*

The caption on this photo was unusually enlightening, for it went so far as to say "End of a Jap Dive Bomber —With the air filled with smoke and bursts of antiaircraft fire from American guns, a Japanese dive bomber crashes into the sea astern of the destroyer that brought it down. Note the aircraft carrier at the right of the photo. This action took place December 15, south of Luzon in the Philippines."

Anyhow, thanks for your sidelights on the subject matter. Perhaps now someone can identify the ship. — ED.

CAN YOU IDENTIFY this U. S. destroyer, shooting down an enemy plane during action south of Luzon on 15 Dec 1944? The crippled Japanese dive bomber crashes into the sea close astern of the ship that brought it down.





SIXTH FLEET-bound USS *Farragut* (DLG 6) and USS *Luce* (DLG 7) provide backdrop for pre-deployment inspection held at Mayport, Fla.

Tactical Data Systems School

SIR: I'd appreciate any information you might pass along concerning the NTDS School.—B. B., ETR2, USN.

• *The Naval Tactical Data Systems school is located at the Mare Island Naval Shipyard, Vallejo, Calif. Students are trained to operate and maintain the NTDS equipment (composed of transistorized computers, pictorial displays and digital communications gear) that is now being installed in combat ships.*

Courses available at NTDS school are as follows: Systems Technician, 49 weeks; Computer-Peripheral Maintenance, 43 weeks; Display Maintenance, 36 weeks; Data Transmission Maintenance, 36 weeks.

The course you take (one course per student) is determined after you enroll.

Classes convene every 12 weeks.

Candidates for NTDS training must first have been graduated from either ET "A" or ET "B" school, or from DS "A" school, which, as of this writing, has not yet been established.

At present, only third and second class petty officers are being ordered to NTDS school.

Requests for NTDS training should be submitted to the Chief of Naval Personnel (Pers B2132) via normal command channels.—ED.

Advancement Waiver for E-7

SIR: Can you tell me whether a chief advanced to E-7 in the last segment (January) of the advancement list is eligible for the August exam for E-8 three years and seven months later? Is there a waiver for persons in this situation?

The chief in question was advanced on 16 Jan 1959. The men advanced in the other segments of this examination (August 1958) were able to participate in the August 1962 examination for advancement. This chief will not be able to participate until the next examination (August 1963), because he did not have sufficient time in grade. — C. T. G., YN2, USN.

• *To include among those eligible for consideration for E-8 those E-7s whose date of promotion is 16 January would, in effect, be reducing their time in rate requirement from four years to three years, nine months. This is not considered desirable.* — ED.

Good Conduct Award

SIR: A Bulletin Board article in the June 1962 issue of ALL HANDS states that effective 1 Nov 1962, Navymen will have to serve four years instead of three to qualify for the Good Conduct award.

Does this apply only to those starting their service on or after 1 Nov 1962, or does it mean that those who have not served a full three years by that date must serve an additional year to qualify?

On 16 Apr 1963, with 21 years' continuous active duty, I had hoped to receive my seventh Good Conduct award. But since I'm due to be transferred to the Fleet Reserve in October 1963, I won't get the added star if an additional year is necessary between awards. — L.T.G., DTC, USN.

• *We hope you haven't been too concerned over the date in question, because it should be 1 Nov 1963 instead of 1 Nov 1962. The error is ours. We're not sure just how we managed to substitute a "two" for a "three," but we are sure of this; you will be eligible, with regard to time, to receive your Good Conduct award on 16 Apr 1963.*

Regarding your first question, Navymen who do not have three years' service completed by 1 Nov 1963 (not 1962) will have to serve four years before becoming eligible for the award. — ED.

Seavey, Shorvey and You

SIR: In your March 1962 issue, I came across a letter from a chief radioman (unnamed) on the subject of Seavey/Shorvey. I must say you really sat him on his haunches with the bare facts of his history.

I have some thoughts to express on the same subject, with the same attitude as that anonymous RMC.

I'm a YN2, on my seventh year of active duty. My home is San Francisco. My first experience with the Navy's rotation system of its enlisted members came in 1957, when I was transferred back to CONUS from Japan on Osvey. At that time, BuPers honored my preferences by successfully placing me in the area of my first choice. My enlistment expired during that tour, and, after some 30 days as a civilian, I decided to come back, having full knowledge of the many excellent opportunities our Navy has to offer a young man.

Upon reenlistment, my preferences were: DD-SFran; DD-LBeach; DD-Seattle; Japan; YN "B" School. Soon, I was in receipt of orders from EPDOLANT to Guantanamo Bay, Cuba. A miss is as good as a mile, I figure—at the time I understood the "needs of the service."

After my tour at Gitmo, I was once again picked up on the Osvey, and, I must admit, once again my preferences were honored. I received my first choice of duty—a destroyer homeported at Mayport, Fla.

Now it has come time for Seavey. My listed preferences were: SFran area; 12ND; 13ND; anywhere west of the Mississippi; YN "B" School. (That fourth choice, by the way, stemmed from your many warnings about not limiting preferences to any one locale where there might be an available billet.) I've just received my orders, and —guess what? They read, "FAU CINCLANTFLT, Norfolk, Va., for duty.

How could they miss by such a wide margin? The needs of the service—again? Hardly. I simply cannot believe that there was no billet for a YN2 available anywhere west of the Mississippi. The way I figure it, EPDOLANT needed a yeoman in Norfolk so, at random and with complete disregard for individual duty preferences, they selected a card from their machines—and mine was the one. Another busy and successful day at EPDOLANT—but this time they have missed at the expense of my morale and career intentions.

I am well aware of the fact that I am not alone. Hundreds of hopeful sailors are sent anywhere and everywhere, except the place they want, during every Seavey period. Others, like myself, are caught, juggled around, and end up assigned to duty stations they particularly do not desire.

I cannot believe that the Seavey/Shorvey rotation system is in the best

interests of the Navyman, unless, of course, the Navyman has a buddy in the Bureau. Along with the chief radioman, for better or for worse, I'd much rather see a system better geared to the desires and best interests of the individual sailor—with, of course, the "needs of the service" given due consideration.

I'd be very much interested in any light you might be able to throw on this subject—but I certainly don't expect to find this letter in your magazine. — P. W. R., YN2, USN.

• *Guess again.*

Provided everyone passes his copy of ALL HANDS *along to nine other readers, everybody in the Navy will get to see your letter—and the answer to it prepared by the Seavey assignment section in BuPers, and printed below. And, from a Navy which contains thousands and thousands of hard-working Navymen who spend as much as four, six, eight and 10 years or more on continuous sea duty, we doubt very seriously if you'll get much sympathy.*

Here's what the Seavey assignment people had to say:

"Following recruit training you were ordered to Japan for a tour of overseas shore duty—i.e., preferred sea duty. (Your letter voices no complaints yet.) Next you rotated to a tour of shore duty in the vicinity of your old home town, San Francisco. (Still no complaints.) Your enlistment expired while you were ashore, and you elected not to reenlist. This is where you claim the overhead fell in on you.

"Upon reenlisting, after 30 days as a civilian, you were available for assignment to sea. May we point out that this was not a Shorvey assignment? A man rotating under Shorvey receives maximum consideration of duty preferences. You were a "gendet" (general detail), available immediately, and were assigned to meet an immediate need, which, in your case, happened to be in the Atlantic Fleet. It is regretted that a gendet's duty preferences must receive low priority, in order that certain immediate shortages (resulting from honoring the majority of career enlisted duty preferences) may be filled.

"While on the subject of duty preferences—namely, yours for DDs San Francisco, Long Beach or Seattle; or Japan for sea duty—San Francisco and Seattle were more or less out because of the small number of billets available in either of those areas; Japan because you had a previous tour in the area. (Refer to "Enlisted Transfer Manual," Art. 2.21e, regarding overseas tours.) So, in reality, you gave one choice — Long Beach — which is limiting yourself, to say the least. At the time, there was no need for a YN in Long Beach or on the West Coast.

"Your listing a preference for YN "B" school and your disappointment in your failure to get it is astounding. Being a YN you should be well versed in the contents of the "Enlisted Transfer Manual." Did you ever look at Chapter 12, Art. 12.3? If you had reenlisted for school, you would have gotten it. (Upon graduation, it would almost have been a certainty your ultimate assignment would have been in the Pacific Fleet.)

"Now, for your latest set of orders to FAU, CINCLANTFLT. *There are quite a few YN billets available west of the Mississippi each month. However, there are many more billets east of the Mississippi to be filled, owing to the mere location of shore activities. There are approximately the same number of YNs east as west on the Seavey, and in the past months there have been many more people desiring the West Coast, so now the problem of "position" or "standing" on the Seavey listing arises.*

"As you can see, all cannot be assigned to area of choice. Your relative standing on the Seavey listing was low enough so that all West Coast billets were filled by the time the distributor got down the list to your name, so you were assigned by BuPers to a billet in the east, namely, FAU, CINCLANTFLT — *a rather choice "career billet," by the way.*

"There were actually only two choices in your case: One—assign you ashore in an area not of your choice where a vacancy existed, or two—give you a 14-month involuntary sea extension (in the Atlantic Fleet). The former possibility appeared to be the most desirable.

"If you feel your assignments under the foregoing circumstances were not fair, then apparently what you are looking for is not an assignment according to the Seavey, but a way to circumvent the system to your advantage."

We can't resist adding a couple of short postscripts to the above. Normally this magazine doesn't waste its time or its readers' time printing a gripe unless it's a good, and legitimate one. We have done so, in this case, merely to emphasize again that the Seavey/Shorvey system does, whenever and wherever possible, honor individual duty preferences, while still keeping all the billets throughout the world manned.

As for that "buddy in the Bureau" bit, we'd like to point out that most of the officers and enlisted Navymen assigned to duty in this Bureau work within shouting distance of the Seavey/Shorvey detailers, and many are good friends of theirs (outside working hours) —yet the majority of them wind up with orders to shipboard-type sea duty when their tours at BuPers are over. — ED.



NUMERICAL ORDER — Four *Forrest Sherman* class destroyers assigned to three different divisions are moored together in San Diego Bay.

LDO Precedence

SIR: While attending the Limited Duty Officer's orientation course (3rd segment, year group 1960) at Newport, R. I., I received the impression that the LDO lineal numbers were determined by the final academic standing upon completion of the course.

If this is correct, and I finished 53rd in a class of 180, shouldn't there be 127 in the class who are junior to me? The *Register of Commissioned and Warrant Officers*, 1962 edition, lists only 37 as my juniors. — K.S.J., LTJG, USN.

• *Owing to the decreasing number of LDO(T)s attending the indoctrination course, the method of using class standing to determine precedence was revised in March 1960. LDOs commissioned with the same date of rank are now given lineal numbers as follows: (1) Former commissioned warrant officers and warrant officers retain their relative precedence; (2) former enlisted men are assigned precedence junior to the former warrants, and then are assigned lineal numbers according to the merit given to the information obtained by the In-Service Procurement and Selection Board on their Briefing and Scoring form. In the event of a tie, previous enlisted rate and time in rate are used to determine seniority.* — ED.

Clamagore's Crew Calls for Correction

SIR: For years we of USS *Clamagore* (SS 343) have endured a good deal of ribbing within Submarine Squadron Four, as despite our best efforts our ship continues to be referred to by press media as USS *Clagamore*.



This year after winning the Battle Efficiency "E" in our division for the fifth time in the 13 years the competition has been held, we were able to silence most of the jokesters by proudly pointing to the big E painted on our sail. Of course, it became somewhat of a hollow triumph when ALL HANDS (page 15, November 1962 issue) and other publications, in reporting our accomplishment, again listed us as *Clagamore*. We can hardly complain, however, since even the well-known *Jane's Fighting Ships* lists us incorrectly.

At any rate, we're willing to give it another try. I am enclosing a short story and sketch which tells the *Clamagore* story. Perhaps you can use it sometime. — S. Edwards, LT, USN.

P.S.—Incidentally, the picture we've enclosed was used in a Charleston, S. C., paper but—you guessed it—the first edition read *Clagamore*. — S.E.

• *You might consider the solution finally arrived at by good old Joe Hogbristle, who petitioned successfully in court to have his name changed legally to Frank Hogbristle, because he was tired of people greeting him with "Hi Joe, whaddya know?"*

Buck up—your predicament met with instant and sympathetic response here at ALL HANDS. *One staffer, who has spent many futile years battling stubborn people who insist upon addressing him as O'Connell long after he has identified himself in pure, pear-shaped tones and with perfect enunciation as McConnell, knows exactly how you feel.*

He feels that you have every right to expect to be identified correctly, especially in Navy publications, and has dedicated himself to the cause of correcting this injustice. He counsels patience and forbearance, however, since he's sure you're well aware that an idea, especially a mistaken one, once implanted in people's minds is extremely difficult to eradicate.

Thus, irritating as it is, you will probably continue to be referred to on frequent occasions in the future as Clamagore, *when all the while the idiots should know that it's really* Claganore—*Oops, sorry, we, er, ah, heh heh, seem to have gotten a little confused for the moment here. Oh, the heck with it. You do have a problem. Other than that, though, how are things in* Clamagora?

Incidentally—O'Connell wants to know if it's just possible that you've been wrong all along, and that the rest of the world is right? — ED.

P.S.—See next month's ALL HANDS *for "The Three Faces of* Clamagore."

Locksmith Training

SIR: I am seeking information concerning locksmith training for two men on board my ship who have been working primarily as locksmiths for the past two years. They would like to attend any available locksmith school in order to further their knowledge in this field.

I've checked through the *Catalog of U. S. Naval Training Activities and Courses* (NavPers 91769-E), and all available BuPers Instructions, but can't find any word about a locksmith school. Is such a school available? If so, how can a quota be obtained? — R.M.M., PNCS, USN.

• *A six-week course of locksmith instruction is available to men who serve in billets which require such qualification. Ordinarily, only men in pay grade E-5 and above are eligible. Trainees must be in artificer ratings and must be cleared to handle Top Secret material. No specific convening dates have been established; classes are arranged on an individual basis. The quota is only three per class. Requests for locksmith training should be submitted via your chain of command to the Chief of Naval Personnel (Pers C-21).* — ED.

Placement of Ribbons

SIR: There is a controversy at my present duty station over the order in which I should wear my ribbons. About the only thing everyone agrees on is that my Good Conduct Ribbon rates number one placement.

Aside from the Good Conduct, I have been awarded the following medals at the following times: World War II Victory, 1945; Army of Occupation, Germany, 1946; National Defense, 1951; Korean Campaign, 1953; United Nations, 1953, and China Service, Extended, 1957.

Most of the argument centers around the ranking of the China Service, Extended, medal and/or ribbon. I would appreciate a ruling on its placement, and also the reason it is so placed.

Also, if I become eligible for the Armed Forces Expeditionary Medal when the lists come out, what would be the proper order of its placement. I was aboard USS *Essex* (CVS 9, then CVA 9) at both Lebanon and Taiwan Strait.

I have also been told that a maximum of five large medals may be worn at any one time at full dress. If this is correct, which of mine should be so worn? — W.T.S., Jr., HM1, USN.

• *"U. S. Navy Uniform Regulations" (NavPers 15665) (Rev. 1959) contains the information you seek. According to Arts. 1024 and 1025 of that publication, your ribbons and/or medals should be worn in the following order:*

Good Conduct
World War II Victory
Army of Occupation, Germany
China Service, Extended
National Defense
Korean Campaign
United Nations

As new medals become authorized, their order of precedence is established by the Board of Decorations and Medals. The China Service Medal (1945-1957) and the Navy Occupation Service Medal are worn in the order earned, and before the National Defense Service Medal. If you become eligible for the Armed Forces Expeditionary Medal, it should be worn after your Korean Campaign Medal.

Art. 1031.2 states that all medals may be worn; however, a minimum of five must be worn by those possessing five or more. Normally, those of highest precedence are selected, although this is not mandatory. — ED.

Hiss Act Change

SIR: A few years back there was considerable publicity about several test cases involving the so-called Hiss Act. At that time, many servieemen discovered that they would not be eligible for retired pay because of this law.

Just recently the legal officer at my station told me that the Hiss Act has since been amended so that servicemen, in most cases, are no longer affected by it. However, he could locate no reference to back up his statement. Unless there has been an amendment, I am not at all sure that retired pay will be available to many men who have been convicted by court-martial.

Could you furnish me some informa-

tion on the Act, its amendments (if any) and its present effect on service retirement? I would like to pass such information on to members of my squadron and also, incidentally, see it made known to other readers of ALL HANDS.—E. M. S., ADRC, USN.

• *As originally enacted on 1 Sep 1954, the Hiss Act prohibited payment of retired or retainer pay to persons convicted of certain offenses against federal law, including felonies committed in the exercise of their authority, influence, power or privileges as officers or employees of the government. Thus, a Navyman who was convicted by court-martial of stealing government property, valued at more than $50, which was in his care could not receive retired or retainer pay.*

On 26 Sep 1961 the Hiss Act was amended by Public Law 87-299 to apply only to offenses of a loyalty/security nature, including treason, spying or disclosure of classified information.—ED.

Sub HMs to Surface?

SIR: I recently heard some rumors which have my dander up. They are to the effect that nearly all hospital corpsmen who are qualified submariners are being taken off subs and assigned to other duty in order to make room for corpsmen graduating from the Submarine Medicine School.

If this is true, and I certainly hope it is not, I think it is very unfair to the men who have already spent a great deal of time and effort to become qualified in subs.

Most hospital corpsmen who are qualified in submarines are highly motivated for this duty and don't want to be sent to other ships or to the Marines.

I, of course, have an ulterior motive in writing this letter, because I am a dyed-in-the-wool submariner and I want my fears laid to rest. I hope you can do it.—R.E.V., HM1(SS), USN.

• *Relax. The situation isn't as bad as you've heard. There has been an excess of submarine trained hospital corpsmen in recent months and* EPDOPAC *and* EPDOLANT, *which have distributional control of these billets, may have assigned a few submarine corpsmen to surface ships.*

This, however, is not a general policy. Submarine trained hospital corpsmen are being encouraged to apply for the nuclear program, where there is a continuing requirement.

Newly trained men are being assigned to non-nuclear subs to become qualified submariners, but they are not replacing all the old-timers.—ED.

More on Pittsburgh

SIR: In the June 1962 ALL HANDS letters section, reader E. J. A., YN1, inquired about an LST named *Pittsburgh* which visited the city of Pittsburgh, Pa., back in 1944. Seems that LSTs were not named until 1956.

In your editorial reply you suggested that a reader who was in Pittsburgh (the city) at the time might be able to help identify the LST.

I'm a native of Pittsburgh and I remember the visit although I was only 16 at the time. I don't recall the hull number of the LST. I have concluded the ship was named *Pittsburgh* on a temporary basis for her visit to win public support for a War Bond drive to collect the equivalent cost of an LST to be sponsored by the city.

The ship's well deck was fitted out as a jungle, complete with recorded bird calls and small arms fire. Dummy enemy troops were stalked by Marines from a detachment embarked.

Not only did the citizens of the Steel City subscribe sufficient bonds to finance the LST, they also financed a B-17 bomber for the Air Corps.—LT P. L. Gruendl, USN, Bridgeport, Conn.

• *Thanks to LT Gruendl, the mystery of an LST named* Pittsburgh *is apparently solved. Case is closed.*—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS MAGAZINE, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• USS *Lexington* (CV 2)—A reunion of past crew members is planned for 27-30 June at the Doric Lemington Hotel, Oakland, Calif. Further details may be obtained from LCDR Walter Reed, USN (Ret.), 5608 Ocean View Dr., Oakland, Calif.

• USS *Wasp* (CV 18)—A reunion will be held on 22 March at Cliff Walk Manor, Newport, R. I., for those who served on board between November 1943 and the end of World War II. For additional information, write to CWO W. T. Northrop, USN, NAVOCS, Bldg. 1805, Newport, R. I.

• USS *Jerauld* (APA 173)—A reunion is planned for those who served on board during World War II. For more details, write to Frank G. Sienkiewicz, 1270 Decatur St., Brooklyn 7, N. Y.

• USS *McCaffery* (DDE 860)—A reunion is being planned for all who served on board from October 1955 to September 1958. You may obtain additional information from Jerry Kuhr, YNSN, USN, 615 Avenue "L," Apt. 3R, Brooklyn 30, N. Y.

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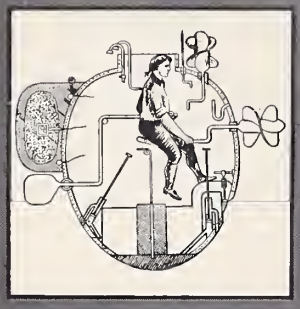
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ODDBALL SHIPS



BUSHNELL's *TURTLE*

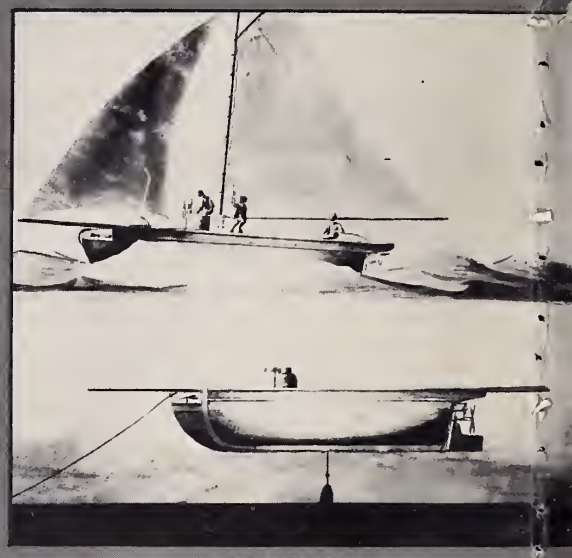
BUSHNELL's *TURTLE*—Built in 1774 by 27-yeor-old Dovid Bushnell, this one-mon, torred ook, hond-driven submersible hod oir for 30 minutes. Volunteer Sgt. Ezra Lee failed to blow up British flogship when *Turtle*'s drill couldn't penetrote her copper hull.

GEORGE WASHINGTON PARKE CUSTIS—The world's first "flottop" corrier, in 1861, raised observotion balloon *Woshington* to seorch oerially for blockade runners. However, the Navy's pioneer oeronautical effort wos discontinued.

NAUTILUS—Built in Paris in 1801 by Robert Fulton when he foiled to get bocking in Americo, this 21-foot submorine soiled on the surfoce, wos hand-propelled under water. Rejected by Napoleon ond then the British, the undersea project was obandoned when Fulton foiled to penetrate protective belt of netting on U.S. target ship *Argus* with a torpedo, lost chonce for support of the Novy.

U.S. TORPEDO RAM *ALARM*—This 800-ton, three spor-torpedo vessel of 1870's wos 172 feet long (including her 32-foot rom). Double-hulled, iron plated, she had o tackle and winch-controlled bow torpedo, two 18-foot side-spars for sidesweeping, electric lights, rapid fire guns. Fowler Wheel (see photo), o horizontolly feothering paddle wheel, ond hord-to-maneuver long bow were weok features.

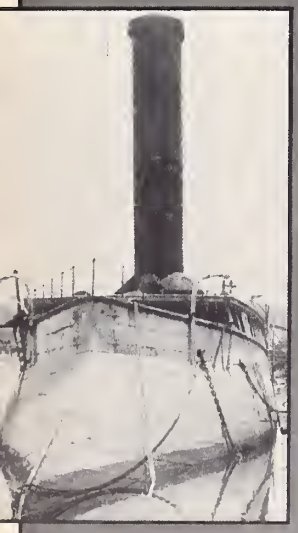
INTELLIGENT WHALE — Lounched by the Novy at the end of the Civil War, this 18-man, hond-powered submorine featured an oir lock which permitted o deep-seo diver to fosten o bomb to the torget ship. Triols in 1872 ended in disoster, coused Novy to holt submorine octivity tempororily.



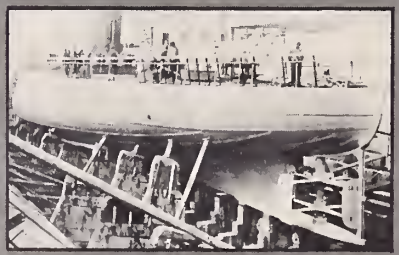
NAUTILUS



DEMOLOGOS ("Voice of the People")—Designed by Robert Fulton ond launched in New York in 1814, this 156-foot "steam flooting battery" (loter renomed *Fulton*) did 5 knots driven by the 16-foot poddle wheel set omidships in o chonnel woy between her cotomaran-like twin hulls. Five-foot-thick timbers protected the men at her 32-pounders (which fired heoted shot) ond her two underseo "submorine" guns. Spies told of mechonicol lonces ond hoses that threw streoms of scalding woter. Not completed until ofter war, she wos destroyed in on accidentol explosion.



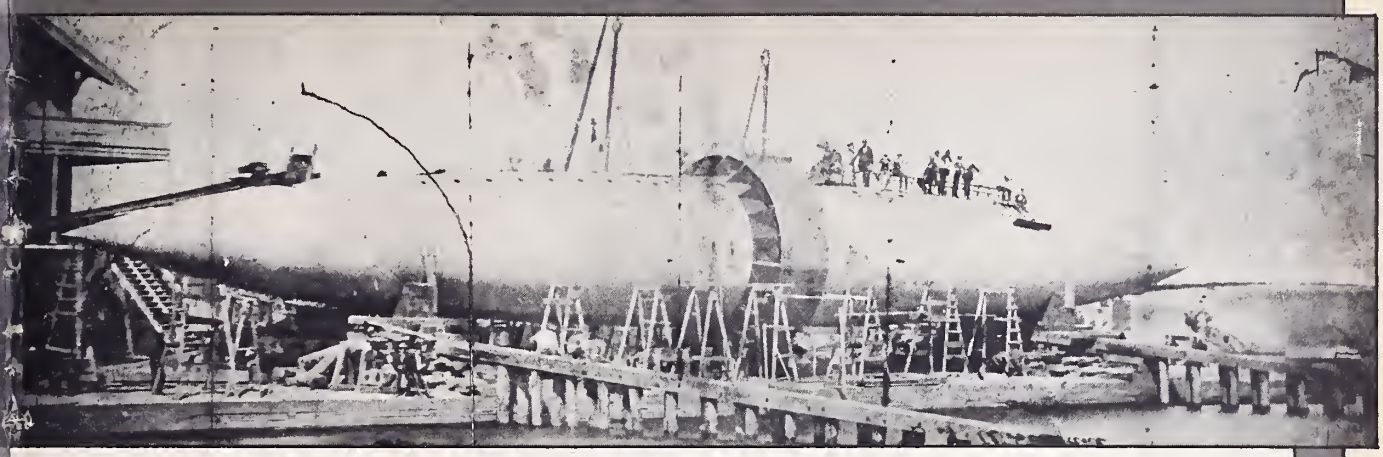
U.S. TORPEDO RAM *ALARM*



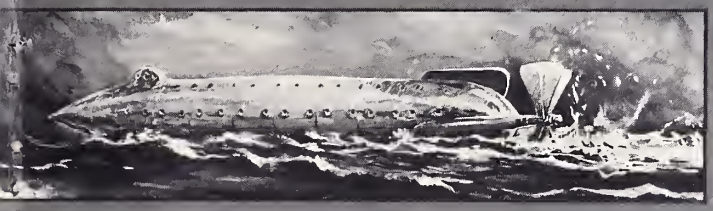


INTELLIGENT WHALE

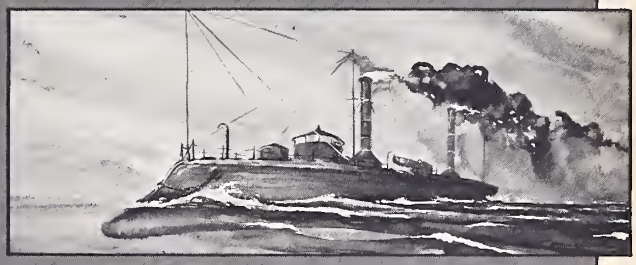
Prepared by All Hands Magazine



WINAN'S IRON STEAMER—Looking like o modern-doy otomic submarine, this 180-foot "cigar ship" displaced 350 tons. Steered by rudders ot either end, this merchant ship hod four engines, driven by o flonged ring which circled her omidships. Designed to operote semi-submerged, she carried 20 passengers to Englond in 1859.



ALLIGATOR



ALLIGATOR—Designed in 1861 by French engineer De Villeroi to blow up *Merrimac*, this steel-plated, 47-foot submorine wos powered by "an absurd arrangement of handworked duckfoot paddles" which "opened ond shut like o book." A lime chomber ond oxygen machine produced oir for the 16-mon crew. She wos abondoned in a storm off Virginio without having seen action.

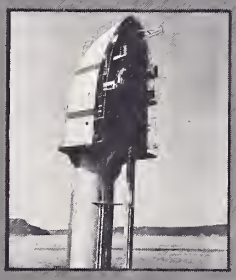
SPUYTEN DUYVIL—This Navy semi-submersible armored torpedo boat, designed to wade into oction with her decks awash, featured a bow tube through which a spor torpedo wos thrust like a javelin. She wos built in 1865.

FLIP—This 355-foot, 600-ton Flooting Instrument Platform of todoy's Navy can flip from horizontol to verticol position, providing a stoble platform needed for oceanographic reseorch, particularly in rough seas. Two tubes permit crew of four to descend 150 feet below surface.

CHOCTAW—Built in 1862, this 1000-ton monster ironclod corried three 11-inch guns, two 30-pound rifles, two howitzers. Her side wheels worked independently, could turn her on o dime.

ONONDAGA—This double-turret, 1250-ton, Civil Wor monitor, colled the "Seo Elephont," appears unusuol todoy. Packing two 150-pounder Parrotts, two Dahlgren guns, she helped moke possible the capture of Petersburg.

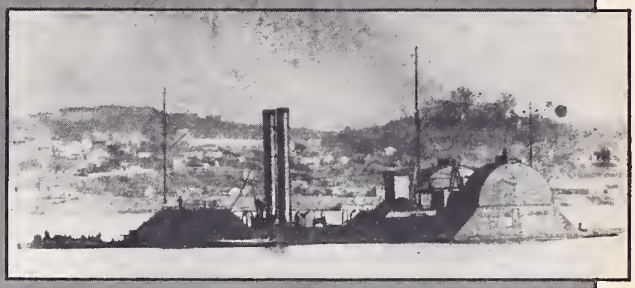
USS WOLVERINE (IX 64)—This coal-burning, steam-driven, paddle-wheeled aircraft carrier had no armament; was little more than a hull with a flight deck. A converted possenger ship, she wos used for Navy carrier pilot troining in 1942.



SPUYTEN DUYVIL

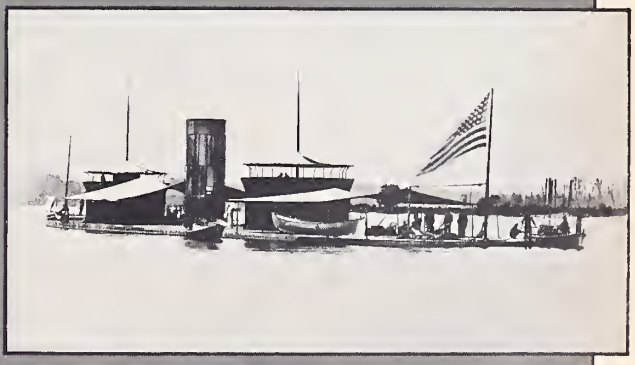
FLIP

CHOCTAW





USS WOLVERINE



ONONDAGA

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



CONVERTED' liberty launch from USS *Franklin D. Roosevelt* (CVA 42) is presented for inspection to real USS *Enterprise* (CVAN 65) in Med.

Subs Have Weighty Problems

Plenty of good food and too little space to work off excess poundage have resulted in something of a problem on board *Polaris* submarines. Overweight SSBN crews are concerned about their ever-expanding midsections.

Lack of good food on the long patrols made by *Polaris* subs could result in a serious morale problem. Therefore, supply officers give the menus an extra measure of attention. Emphasis is on variety, but the standard favorites such as steak, roast beef, and chicken, are carried in quantity.

Because of the premium on space in the subs, meats are deboned and carefully trimmed before going into the freezer. The development of many new ration-dense foods in a flavorful variety has helped remove some of the need for more space. (Ration-dense potatoes, for example, occupy from 50 to 80 per cent less space than regular spuds.)

Polaris submariners follow a regular meal schedule while on patrol, but, for morale purposes, there's a 'round-the-clock open-door policy on the refrigerator.

Overweight crewmen may find the answer to their problem by requesting duty on board uss *Lafayette* (SSBN 616), launched last May in Groton, Conn. — *Lafayette* has built-in exercise equipment for fighting the battle of the bulge.

YESTERDAY'S NAVY



On 12 Jan 1944 the U. S. Naval Air Station at Port Lyautey, Morocco, was established. On 24 Jan 1945 a battleship, cruiser and destroyer task group bombarded Japanese positions on Iwo Jima. On 24 Jan 1945 land-based Navy planes from the Philippines bombed Japanese shipping at Formosa. On 26 Jan 1943 USS *Wahoo* (SS 238) sank an entire group of four Japanese ships north of New Guinea. On 29 Jan 1943 the Battle of Rennell Island began. On 29 Jan 1944 U. S. carrier-based aircraft began a series of strikes against the Japanese in the Marshalls.

Navy's First *Andrew Jackson*

The first U. S. Navy ship named for the seventh president of the United States was launched last summer. She is *Andrew Jackson* (SSBN 619), the fourth nuclear-powered, Fleet ballistic missile submarine of the *Lafayette* class.

Andrew Jackson is 425 feet in length, displaces 7000 tons (normal displacement), and is designed to fire 16 A-3 *Polaris* missiles.

The launching of *Andrew Jackson* brought the number of *Polaris* subs now in the water to 14. Of these, nine are in commission. The other five are having the finishing touches applied before they are commissioned.

Another 15 *Polaris* subs are under construction, and six more have been authorized for construction. The total of SSBNs already in commission, launched but not yet commissioned, under construction, and authorized, is 35.

Now We Can Track Fish

A contractor working for the Office of Naval Research has developed an instrument which acoustically tags fish so they can be tracked while swimming.

The device is contained in an aluminum capsule which is ten-and-a-half inches long, two-and-a-quarter inches in diameter and weighs a little more than a pound. It consists of a miniaturized transmitter which operates on the supersonic frequency of 38 kilocycles.

Although fish tracking is not new, there has so far been no device which has given such high resolution.

The instrument was tested at sea near Palm Beach, Fla., by fastening it behind the dorsal fin of a 300-pound sand shark which had been taken by rod and reel four miles off the Florida coast.

The movements of the shark were easily followed as it traveled about a quarter of a mile in a straight line from the boat then steadied to cruise close to the bottom 90 to 125 feet below the surface, covering a criss-cross pattern of about one square mile.

The new device will play an im-

portant role in the Navy's shark research program, since it will make it possible to test the reactions of sharks in their natural habitat to new types of shark repellents.

The new device will also be used to study the rate of diving and ascent of sharks, tuna and other rapid-swimming salt-water fishes, as well as large marine mammals such as whales.

Data on these animals can be used to reach a better understanding of how they can propel themselves so efficiently, silently and swiftly—a matter of obvious interest to the Navy.

The new tracking device may also give scientists a clue as to how marine creatures can navigate over long distances with such unerring accuracy.

Tests have indicated that the new instruments can be used effectively in depths up to 1000 feet and at speeds up to 12 knots under moderate sea conditions. The capsule is designed to be carried by any marine animal weighing more than 250 pounds.

The signal on the newly developed device transmits for 150 hours, but the Office of Naval Research expects that it can be refined to transmit for more than 250 hours, and that its size can be reduced sufficiently so that it can be attached to smaller fish.

The receiving equipment is compact enough to be used on small motor cruisers and can be easily transferred from one boat to another.

Icebreaker Visits Ice Island

U.S. Navy ships are likely to be found almost anywhere these days. A case in point is USS *Burton Island* (AGB 1), which has resupplied drifting ice island T-3 about 600 miles from the North Pole.

The icebreaker left Cape Lisburne, Alaska, to conduct an oceanographic survey in the ice-bound northern Chukchi Sea. When it was discovered that conditions would permit deeper entry into the ice pack than was anticipated, *Burton Island* pushed north, reaching T-3 at latitude 79 degrees, 11 minutes north, about 450 miles beyond the northernmost U. S. settlement.

With this feat, *Burton Island* claims to have set a record for the deepest ice pack penetration north of Alaska.

Burton Island crew members, assisting T-3 personnel, fought a 36-hour battle against blizzards and intense cold as 33,000 gallons of fuel oil was pumped into 600 barrels from the island's oil dump. Other supplies were offloaded from the icebreaker at the same time.

T-3, or Fletcher's ice island, is one of several ice floes occupied by the U. S. for scientific purposes in Arctic regions. Studies there are carried on in the fields of oceanography, meteorology, marine biology, marine geology and sound transmission. The ice island is staffed by personnel from the Arctic Research Laboratory at Point Barrow, Alaska.

After she left the island, *Burton Island* exploded underwater charges in connection with seismographic work being done on T-3 by the staff of the Navy Underwater Sound Laboratory.



CHANNEL MAKING — *USS Burton Island* (AGB 1) carrying supplies to Fletcher's Ice Island, (T-3), is underway in northern Chukchi Sea.

Berkeley Going to California

USS *Berkeley* (DDG 15) will join the Fleet early this year. The 437-foot guided missile destroyer was commissioned late last year at the Philadelphia Naval Base.

The new ship, which was launched 29 Jul 1961, is named for the late General Randolph C. Berkeley, USMC, who served for 40 years in the Marine Corps and received the Medal of Honor for action at Vera Cruz, Mexico, in 1914. *Berkeley* will first join the Atlantic Fleet, but only long enough to complete her transit from the Atlantic to the Pacific.



BUNDLED UP — Men of *USS Burton Island* (AGB 1) and T-3 battle intense cold while pumping 33,000 gallons of fuel oil into barrels.

A Man Overboard Can Be Awfully Lonely

Heroism in a cold, angry sea off the coast of Japan has won the Navy and Marine Corps Medal for LT Frank R. Herbert and Shipfitter Fireman Richard A. Gonzales.

Gonzales and his buddy, Robert D. Kunkle, were on their way to check the temperature of oil being heated in one of the tanks of the forward well deck of uss *Taluga* (AO 62).

The sea was rough and the well deck was taking some water. Both men had taken the standard safety precaution of wearing lifejackets to which lighted flashlights were fastened.

They had just arrived at the tank when an unexpected wave crashed over them, throwing them back against the lifelines with such force that the lines gave way and the men were washed overboard.

As luck would have it, at that very moment a quartermaster was on his way to the bridge to assist the navigator with the morning star-sights.

He stepped out of his compartment when the wave hit, saw the flashlights in the water; raised the cry, "Man overboard!" and threw over liferings and float lights to mark the spot.

Taluga's captain was checking by phone with the officer of the deck to see what, if any, damage the wave had done. The OOD had just picked up the phone when he heard the quartermaster's cry.

The OOD ordered the ship brought about. The captain took the conn. The crew, awakened by the wave's impact, rushed to their man overboard stations.

The men were located in the water. Kunkle was apparently injured and appeared to be growing weak, but his head was kept above water by Gonzales who doggedly clung to him in spite of the rough water.

Lowering boats into the heaving seas was out of the question, but LT Herbert, an amateur skin diver, slipped into his wet-suit and, with a line tied to him, went over the side after the men.

He reached them and was pulled back to the ship. However, as safety was literally within reach, another wave broke over them and the men in the lifejackets were swept away from the ship and out of sight. LT Herbert was pulled back on board exhausted.

Dawn broke and the float-lights and lifejacket flashlights were of no use in the light of day. The ship maneuvered toward the point where the two men were last seen and they were spotted again on the starboard side and aft.

The ship was brought to a stop to steady her against the weather and LT Herbert again entered the water.

Once more, he succeeded in getting the men to the ship. Nets were lowered from the side and they were brought aboard.

Gonzales and Kunkle had been in the freezing water for more than an hour. Gonzales was sick from swallowing salt water and from exposure. Kunkle, in spite of his shipmates' efforts, was dead.

Chucking the Wooden Chocks

The familiar old wooden chocks that have been propped against the wheels of carrier aircraft for parking security for many years are about to be chucked over the side. Researchers at the Naval Air Development Center, Johnsville, Pa., have designed an all-metal wheel chock that is easier to handle and should prove to be much safer.

Wooden wheel chocks have been a nagging source of trouble for many years. Under the pressure of revving jet planes, they'd often break, sometimes shatter, strewing splinters and metal screws across flight decks. Such objects sucked into the air intake of jet engines have been known to cause major damage. Even worse, the larger fragments hurtled across flight decks under jet exhaust pressure have resulted in serious personnel injuries.

What was needed was a chock that would not splinter, crack or shatter, and, better yet, could be easily adjusted for use on the wheels of any carrier aircraft.

In late 1960 the Bureau of Naval Weapons asked NADC to produce such a wheel chock. NADC studied the forces involved, performed stress analysis tests, and examined all possible designs, always looking for simplicity, ruggedness, and lightness. They came up with an experimental model called the 1A, designed to fit the wheels of all carrier-based aircraft, large and small.

The 1A is made of high-strength, corrosion resistant, stainless steel and aluminum alloy, is about 45 inches in length, and weighs approximately 23 pounds.

For the acid test, NADC gave two 1As to the plane handlers of an aircraft carrier. The two chocks were used continuously during routine flight operations for two months. They were easy to handle, and op-



ON THE WAY UP — Advancing POs on board USS *Bashaw* (AGSS 241), each holding a tool of his trade, pose with their CO, XO and I&E officer.



PORT SIDE SERVICE—*USS Ajax* (AR 6), Seventh Fleet's largest repair ship, takes care of five destroyers.

erated perfectly. There were no parts that could work free and become missile hazards to flight deck personnel. And, there was none of the deck policing for wood screws, bits of nonskid strip and wood fragments, so long associated with wooden chocks.

The base of the 1A is coated with a nonskid substance of the same kind used on metal flight decks. The nonskid is good for about 30 days, and is easily replaced with a brush.

At last report, it was planned to order an initial quantity of 1000 1A chocks for Fleet use as a standard aviation item.

Torpedo Retrievers

What a ball boy is to a tennis player, the torpedo retriever is to the submarine.

For instance, when a Pearl Harbor sub goes out to fire a few for training purposes, a bright orange TR goes along and stations itself near the place the dummy torpedo is likely to surface.

When the sub fires its torpedo, it signals the torpedo retriever by ejecting a smoke bomb. The TR's crew begins looking for the orange painted head of the spent torpedo which is designed to float in a vertical position and is marked by a water soluble dye.

When the fish comes into sight, the TR maneuvers to the windward side of the torpedo, idles its two engines and drifts alongside it.

This is when the work begins. One of the deck hands goes over the side to attach a metal loop to the torpedo's nose so it can be snagged by a boat hook. It is then maneuvered around to the rear of the TR, aligned with the stern and hauled aboard.

Incidentally, the man who goes over the side may or may not be reassured by the fact that his TR is equipped with an M-1 rifle to protect him from sharks.

There are four TRs at Pearl Harbor varying in length from 63 to 72 feet. Their torpedo-carrying capacity ranges from about six to 16 and, when pushed, they can make speeds up to 18 knots.

Between them, they recovered more than four million dollars worth of exercise torpedoes last year—98 per cent of those fired in practice.

—LTJG F. M. Milas, USN



TOP INSTRUCTOR — Emmet E. Morrell, RMC, USN, receives Navy Commendation Ribbon and congratulations from VADM Thomas H. Moorer.



COOL DUTY — Snow-covered Mount Herschel provides scenic background for *USS Edisto* (AGB 2) in icy bay off Hallett Station in Antarctic.

Roughing It, Pre-Flight Style

One of the many things a student learns at the Naval School of Pre-Flight at NAS Pensacola, Fla., is how to stay alive in case he and his plane part company under less than ideal conditions.

Some of this knowledge can be gained from lectures, but the student comes by most of it through being led into the piney woods and swampland at nearby Eglin Air Force Base to fend for himself for three days and two nights without benefit of PX or commissary store.

The students travel in groups of about 30, equipped with compass, knife and other essentials they might have been able to salvage from their plane had they crashed in such an area.

There is an instructor with each group to point out mistakes and to reveal some of the tricks of wilderness living the men might not pick up for themselves.

During their three days out of contact with the amenities, the men learn how delicious and tender raccoon, opossum and rattlesnake steaks can be, if they are hungry enough.

For vegetarians of long standing and for those who suddenly become vegetarians when they see the menu for the day, there is plenty to learn on the subject of what plant life can be eaten without ill effects.

In addition, considerable time is given to escape and evasion techniques, how to maintain a will to survive and how to supplement the diet (if any) of prison camps.

The theory behind the training is that young men today are victims of an era of plenty. They, therefore, need to get away from civilization in order to learn their physical and mental limitations and to master the psychological barriers which might keep them from using the resources at hand.

Two Macks for *Columbus*

After almost four years of conversion, USS *Columbus* has been recommissioned as the first all-guided missile cruiser in the Pacific Fleet.

Columbus was converted from a conventional heavy cruiser (CA 74) to guided missile cruiser (CG 12). She will undergo fitting out at Puget Sound Naval Shipyard before joining the Fleet.

She carries the surface-to-air *Tartar* and the dual-purpose *Talos* guided missiles, plus the *Asroc* (antisubmarine rocket) weapons system.

In addition to her missiles and new hull number, *Columbus* sports a new superstructure and two "macks." Each "mack" is a combination of a mast and a smokestack—hence the word "mack."

Originally commissioned 8 Jun 1945, at Quincy, Mass., *Columbus*' conversion was started at Puget Sound Naval Shipyard, Bremerton, Wash., 1 May 1959.

Courtney Sets a Good Table

The Army may travel on its stomach, but soldiers have nothing on Navymen. They too travel on their stomachs, whether they're ashore or afloat, aboard a huge flattop or a bouncing DE.

Among destroyer type ships, USS *Courtney* (DE 1021) may be considered as an example. In 1961 she won the Ney Award for having the most outstanding mess afloat.

Under the direction of Chief Commissaryman Alton B. LeCroy, USN, three cooks and one baker prepare three meals a day (and while at sea, mid-rats) for some 150 men.

Courtney sailors have eggs to order every morning in addition to pancakes, creamed beef on toast or French toast, and a choice of two meats every day for dinner and supper. Also, for the noon meal, salads are made to look even more palatable through their arrangement on the salad bar. "Almost every man through the line samples at least one of the salads," bragged Chief LeCroy.

The ship buys bread and doughnuts; all other baked goods are pre-

MSTS Isn't Quite the Same as Rest of Navy

In the October 1962 issue of ALL HANDS, pages 24-27, we ran a feature story on the Military Sea Transportation Service. Since then, letters received from some of our readers seem to indicate that major differences between USNS ships and those designated USS aren't quite clear to the agerage Navyman. Here are a few:

• Ships designated USNS—about 110 in all—are painted standard Navy gray. They do not fly commission pennants, but can be distinguished by single blue and gold stripes around their stacks.

• The U. S. ocean shipping industry gets a large boost from MSTS. Many of its ships are operated under MSTS charter or contract. During fiscal year 1962, more than $273,000,000 was spent on commercial shipping.

• The hull-marking system on USNS ships differs somewhat from that for USS ships. Instead of the number, or letter-number, designation of the latter, USNS ships carry their names spelled out on the bows beneath "USNS."

• "T" is used to preface all MSTS ship designations. For example, the tanker *USNS American Explorer is* "T-AO 165," and the reefer *USNS Bald Eagle* is "T-AF 50." The "T" stands for "transportation."

pared aboard the ship. One baker does the baking during the night.

About 40 persons can eat at one time in Courtney's mess hall. The crew is usually fed in 30 minutes for breakfast, 45 minutes for dinner and about 30 minutes for supper. The time difference is due to the reduced number of men who eat the morning and evening meals.

Subs Named for WW II Veterans

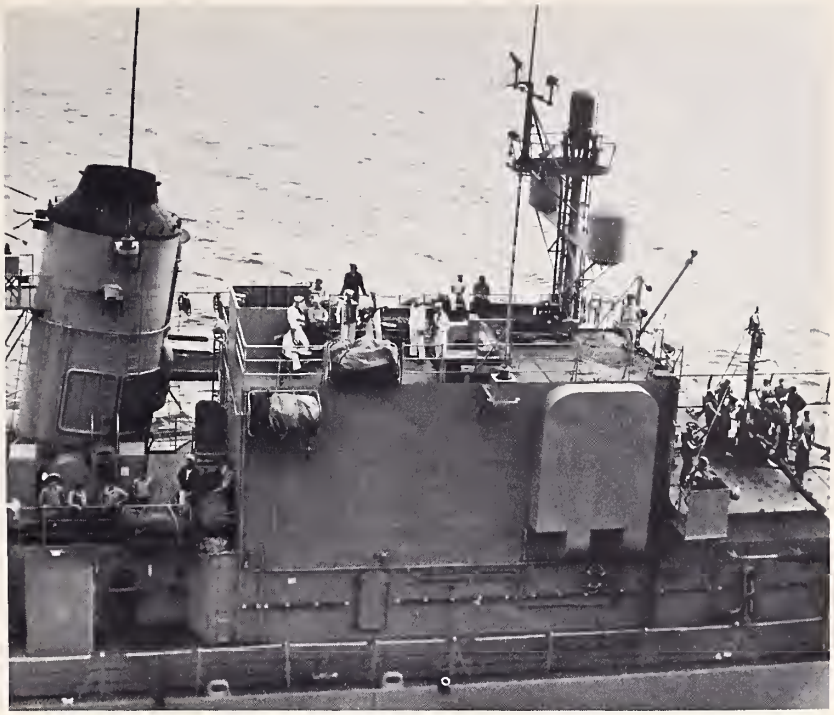
Nuclear-powered attack submarines 638 and 639 have been named *Whale* and *Tautog*, respectively. Scheduled for launching in 1964, both were preceded by World War II submarines of the same name. *Whale* is now under construction in Quincy, Mass., and *Tautog* is being built in Pascagoula, Miss.

The first uss *Whale* (SS 239) was credited with sinking more than 57,000 tons of Japanese shipping during 1942 and 1943 and earned 11 battle stars for operations in the Asiatic-Pacific theatre. She was decommissioned after World War II and sold for scrap in 1960.

The original uss *Tautog* (SS 199) —named for a black fish found in Atlantic waters—sank 26 enemy ships in the Asiatic-Pacific area during World War II, more than any other sub. She was scrapped in 1959.

164 Tons Per Hour

The tricky business of stocking ships with supplies while they are underway can be accomplished in a hurry, as demonstrated by speedy replenishment operations conducted by Sixth Fleet ships in the Mediterranean. How much of a hurry just depends.



CAN WITH A BAND — The combo of *USS Lloyd Thomas* (DD 764) swaps music for fuel being received from *USS Forrestal* (CVA 59) in Med.

uss *Franklin D. Roosevelt* (CVA 42) claims the Sixth Fleet record for the underway replenishment of a carrier is 164 tons per hour. *FDR* says the trick was turned in the Mediterranean last November when uss *Arcturus* (AF 52) replenished her with 211 tons of stores items in a period of one hour and 28 minutes.

According to uss *Aldebaran* (AF 10), uss *Newport News* (CL 148) holds the cruiser record for underway replenishment. In 1960 *Aldebaran* stocked *Newport News* at the rate of 151.5 tons per hour.

The record rate of resupplying a destroyer is claimed by uss *Forrest Sherman* (DD 931). In October 1962 *Forrest Sherman* took on stores from uss *Rigel* (AF 58) at the rate of 71 tons per hour.

A rule of thumb seems to be that the bigger the ship being supplied, the more impressive the rate of replenishment. This is because bigger ships have more men to move what comes in, thereby making room for more.

For example, the 211 tons that *FDR* took on was handled by 875 men. The carrier's replenishment stations were operating at full speed; one station, located on number three elevator, alone accounted for 61 loads that weighed in at more than 90 tons. Thirteen dollies quickly moved the goods from the receiving stations to areas below decks, thereby preventing congestion. And, says *FDR*, unexpected difficulties with winches involved in the work held her back from an even higher rate of transfer.

At last report the attack aircraft carrier was shooting for a replenishment mark of 200 tons per hour.



FIRST IN HER CLASS — The nuclear-powered guided missile frigate *USS Bainbridge* (DLGN 25) is equipped with the *Terrier* missile and *Asroc*.

SERVICESCOPE

Brief news items about other branches of the armed services.

TWO OF THE MOST FORMIDABLE FOES of all fighting men, extreme heat and bitter cold, are being studied at the U. S. Army Research Institute of Environmental Medicine at Natick, Mass. Aiding in the study are two climatic chambers, arctic and tropic, which are subject to temperatures ranging from —70 to 165 degrees Fahrenheit at any desired humidity—and with wind at almost any velocity.

The chambers make it possible to study men and equipment under conditions found in deserts, steaming jungles, dry arctic wasteland, or cold wet areas.

One study now under way is the attempt to determine how salicylates, closely allied to aspirin, affect men working in extreme heat. Salicylates are used to reduce the temperature of patients with fever, and researchers hope to determine how salicylates influence the body's temperature adjustment to a hot climate.

Before the founding of the institute in October 1961, the Army carried on heat and cold research at two locations under two separate commands. The Army Medical Service had a climate research laboratory at Fort Knox, Ky., and the Army Quartermaster Corps had another at Natick, which provided support for the Quartermaster Corps program of protective clothing.

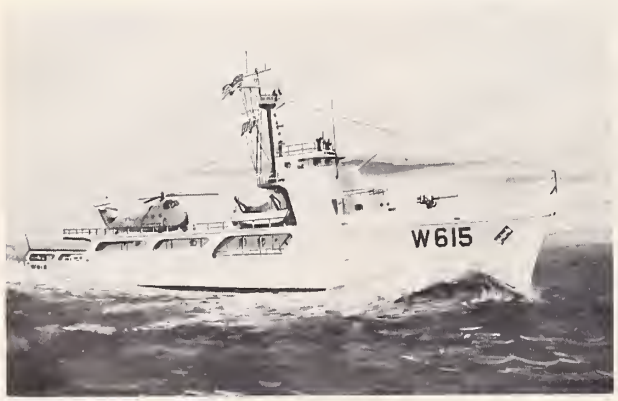
Because of the growing need for close coordination between the two laboratories, it was decided to combine them. The laboratory's staff includes physiologists, physicians, psychologists, biochemists, and other scientists and technicians selected to provide a varied approach to all research.

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PLANS ARE UNDERWAY for the establishment of a new Defense Intelligence School to prepare military officers and civilians for attache duty and command, staff, and policy billets. The school will be an advanced or postgraduate professional educational institution attached to the Defense Intelligence Agency, operated and controlled by DIA under the direction of the Joint Chiefs of Staff.

The school's commandant will be a general or flag officer of brigadier general or equivalent rank. The commandant and deputy commanders will be selected from different services, and the staff and faculty will be selected from the various military departments on an equal basis.

A site for the new school has not yet been determined.



ARTIST'S CONCEPT shows outward appearance of new class of cutter being built for U. S. Coast Guard.



HIGH OCTANE—A U. S. Air Force B-58 supersonic bomber is refueled in flight by KC-135 jet tanker.

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THE AIR NATIONAL GUARD has opened a Radar Interceptor Officer School at Portland, Ore.

The new school trains radar observers for the F-89 fighter-interceptors used in nine Air National Guard squadrons. It replaces the training formerly given at James Connally Air Force Base, Tex., which was discontinued two years ago when the need for skilled radar observers at that time was satisfied.

Much of the equipment formerly used at the James Connally Air Force Base School has been transferred to the Portland installation.

The Radar Interceptor Officer School at Portland is the first school to be operated by the Air National Guard since the July 1961 closing of its jet instrument course at Ellington Air Force Base, Tex.

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THE ARMY IS TESTING a technique for quickly unloading cargo from moving ships, using helicopters and portable platforms that extend over the sides of cargo vessels.

The system consists of a 66-foot aluminum "wing" (which can be folded to a length of 40 feet for storage on the deck), a movable cargo platform or dolly capable of holding pallet loads of 9000 pounds, and a base unit mounted on the deck which permits rotation of the wing. An electro-hydraulic winch provides the power to move loads from one end of the wing to the other.

The wing device will give the Army the means of making rapid cargo or troop delivery from any type of ship anywhere in the world. Because unloading operations can be conducted while the ship is moving, the technique makes ships less vulnerable to air and submarine attack while transferring men and supplies.

First designed to handle helicopter sling loads, direct landings on the ship's wing have been made by the OH-23 *Raven* observation helicopter. The platform is now being modified to allow the larger UH-1 *Iroquois* utility helicopter to land and take aboard a squad of troops or evacuate the wounded.

When in operation, the wing is swung outboard with

one end over the center of a cargo hatch so that men and supplies can be moved rapidly into a helicopter. In the Army tests, supplies were loaded at a ton per minute.

A similar device was successfully tested by the Navy in replenishment at sea operations. This system may be used in naval amphibious operations to assist vertical envelopment helicopters in providing cargo support to landing forces.

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ANY TANK SOLDIER who has been involved in target practice will agree the new electronic gadget developed by the U. S. Army Medical Research Laboratory at Fort Knox, Ky., will be greatly appreciated.

The box-like device protects the ears of armored soldiers from the high intensity noise of gunfire. It is connected by wires to the gun and intercom system of the tank. Before the gun goes off, the device generates a little clicking noise in the tankers' earphones which immediately contracts their eardrums.

Tests showed a substantial reduction in the temporary hearing loss often induced by the sound of gunfire.

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THE AIR FORCE is testing an escape capsule for aerospace vehicles and high-altitude aircraft that is designed to permit a pilot to fly without a cumbersome pressure suit. The capsule, eight feet long and four feet wide, will protect him from high "G" forces and, after an ejection, provide him with shelter on either land or water.

When operational, the capsule will provide a safe escape from between sea level and a height of 100,000 feet, and from standstill to four times the speed of sound.

Weighing 2400 pounds, the capsule separates from its vehicle or aircraft when explosive bolts are set off and a propulsion rocket is ignited. Although the rocket burns only half a second, it has a peak thrust of 49,000 pounds. Complete ejection takes only six-tenths of a second, firing the capsule 1200 feet above the aircraft.

The capsule can also be ejected safely when the aircraft is taking off or landing.

When it is separated from a high-altitude craft and descends to about 15,000 feet, a small "drag" parachute opens and slows it to a speed that is safe for the opening of the main chute.

After the main chute opens the capsule falls at about the same speed as a man with a conventional parachute. Before the first parachute opens, three sweptback wedge-shaped airfoils near the rear of the capsule give it stability.

Six seconds after the main parachute is opened, the capsule is prepared for a landing on either water or land. Floats inflate at the ends of the lower airfoils to support the after end of the capsule so that it will not sink in water; the nose of the capsule is blown off; and the capsule is held to the parachute by only one line, permitting it to land in a level position on either water or land. Tests on the escape capsule are continuing.



STUDENTS of Army's Cold Weather and Mountain Training School climb glacier near Fort Greely, Alaska.



NATIONAL Guardsman sights target for 106mm recoilless rifle during training at Camp A. P. Hill, Virginia.



BEACHING—Men of Army's 2nd Infantry Brigade practice amphibious assault at Little Creek, Va.

THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• INCOME TAX REFUNDS — Some Navymen who wonder where they are going to get the money to pay their Christmas bills may have a forgotten source of supply in the form of an income tax refund.

The commanding officer of the Navy Finance Center, Cleveland, Ohio, says some sizable sums of money are due naval personnel who have moved during the year without leaving a forwarding address.

If you fall into this category, you should make application for a refund through the Internal Revenue Service Regional Office in the region from which you have moved.

When you make your application, give your name and Social Security number; your present and former address and sign your name.

If you and your wife filed a joint return, you should also give the name of your wife and her Social Security number. She should also add her signature to the application.

• TWO SERVICE RATINGS GET AX —The AX rating (Aviation Antisubmarine Warfare Technician) is now an official part of the enlisted rating structure. All men (including designated strikers) in the service ratings of ATS and SOA were automatically shifted into the new rating on 1 Dec 1962. The ATS (Antisubmarine Warfare Equipment Specialist) and SOA (Sonarman—Airborne) job specialties have been dropped.

In addition, 642 men of 13 various general ratings were selected for changeover to AX by a special board which convened at the Bureau of Naval Personnel last September.

All changes to AX were effected in the same pay grades the shiftees held in their old ratings. Those who successfully competed in the August 1962 advancement-in-rating exams were advanced in the normal manner, effective 16 Nov 1962, then shifted to AX on 1 December in the higher pay grade. Normal advancements to AX will begin with the February 1963 exams.

COs have been instructed to phase the new AX personnel into appropriate billets as quickly as possible. The ground rules for changeover to AX are contained in BuPers Notice 1430 of 29 Oct 1962.

• STAR and SCORE—If you are one of the hundreds of first-term Navymen who were advanced to petty officer third class (E-4) in any of more than 30 different ratings tne past November, chances are the STAR people have already been around to see you. If not, rest assured they soon will be.

On the other hand, if you're an E-3, E-4 or E-5 in one of 27 ratings who passed the last Fleetwide examinations but were not promoted because of quota limitations, you've probably already been visited by your career counselors concerning the SCORE program aboard your ship or station. If you haven't, stand by—you soon will be.

If you're in either of the above categories you're probably eligible for one or the other of these programs which are intended to enhance your career in the Navy and to encourage career attitudes, particularly during first enlistments. The period just after the semiannual advancement dates is a good time to present these program opportunities.

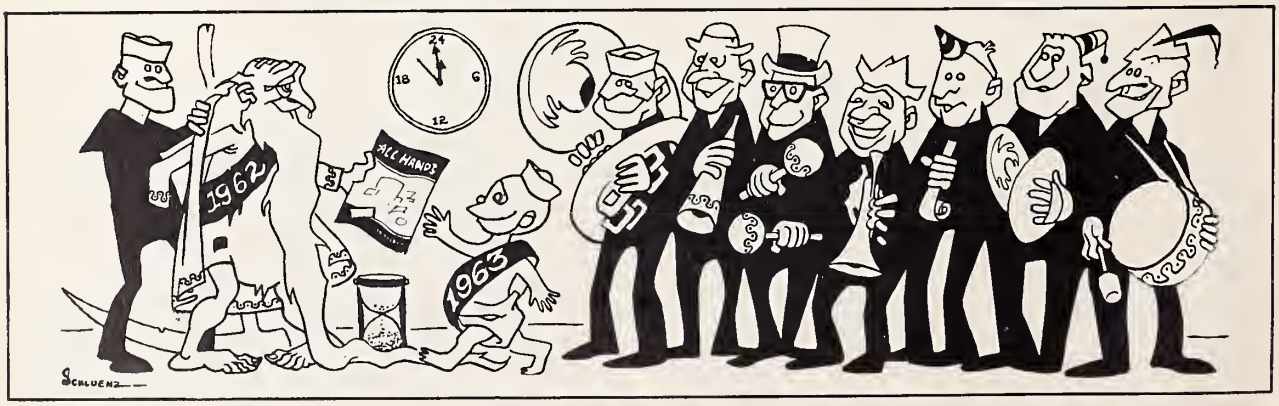
STAR (Selective Training and Retention) and SCORE (Selective Conversion and Retention) have been doing a fine job of increasing the input of career Navymen into the critical ratings. Like all good programs, however, they can benefit from occasional reemphasis—hence the current reminder to all commanding officers to make a special effort to get the message across to all eligible crew members.

The benefits available through the STAR and SCORE programs are considerable—and the Navy is more than willing to push some of them your way if you can qualify.

Both STAR and SCORE have received reams of publicity over the past couple of years, and will not be reviewed here. If you haven't already been thoroughly briefed on one or both of them, you can get the complete info by visiting your personnel office or career counselor—on STAR from BuPers Inst. 1133.-13B, and on SCORE from BuPers Inst. 1440.27A.

• NEW SCHOLARSHIPS—Five tuition aid scholarships, each worth $420.00 annually, have been made available to children of submariners by the Submarine Officers Wives Club. The scholarships will be available to sons and daughters, including adopted children and stepchildren, of qualified submariners who have served at least five years in the submarine force.

Children of retired, Reserve and deceased submariners, as well as those of submariners on active duty,



IT'S TIME FOR A CHANGE . . . make a New Year's resolution to share your ALL HANDS with nine shipmates.

may be eligible. The five-year submarine service requirement is waived in the case of men who died while on active duty with the submarine force.

Awards will be based on the student's scholastic proficiency, character, general ability and financial need. The awards may be used to supplement other scholarships, and may be renewed for recipients who maintain high scholastic standards and continue to meet requirements on which the grant was based.

Applicants must be graduates of accredited high schools or their equivalents, and intend to work toward BS or BA degrees.

Applications may be obtained from the Chief of Naval Personnel (Pers G221), Washington 25, D. C., or from the Scholarship Chairwoman of the Dolphin Wives Club of San Diego, Calif.; Norfolk, Va.; Charleston, S. C.; or Key West, Fla.

Completed applications for the 1963 scholarships should be sent before 15 Apr 1963 to the Chief of Naval Personnel (Pers G221), Washington 25, D. C.

• **NEW ANTARCTIC COMMENDATION**—If you served with Task Group 43.2 in the Antarctic any time between November 1955 and April 1961, you are eligible for the Navy Unit Commendation award recently approved by the Secretary of the Navy.

BuPers Notice 1650 earlier announced the new award, and sets forth rules and regulations for applying for it. It points out that Task Group 43.2 was composed of personnel from Air Development Squadron Six (VX-6), but that only those members of VX-6 who were actually deployed to Antarctica as a part of Task Group 43.2 during the period mentioned above are eligible.

To get the ribbon bar and facsimile of the Navy Unit Commendation, however, you must, if you are a Navyman, apply to the Chief of Naval Personnel—and it will be up to you to furnish proof that you actually served in Antarctica during the eligibility period.

Application should be made on form NavPers 2887 (new 9-61), and should include your full name and service number, dates of deployment with VX-6, and evidence of such deployment. This evidence could be copies of orders or any other substantial proof that you were in fact a member of Task Group 43.2 at some time between November 1955 and April 1961, in Antarctica.

• **FEBRUARY EXAM** — Deadlines are near for establishing your eligibility to participate in the February 1963 advancement in rating examinations. All pre-exam eligibility requirements must be completed at least one month before exam date, as follows:

Exam for	Exam Date	Eligibility Deadline
E-7	5 Feb 63	5 Jan 63
E-6	7 Feb 63	7 Jan 63
E-5	12 Feb 63	12 Jan 63
E-4	14 Feb 63	14 Jan 63

By the deadline date for the pay grade in which you wish to be examined you must have been recommended by your commanding officer and have completed any required practical factors, Navy training courses, and performance tests. If you're going up for PR3, DT3, MNCA, MUCA, AGCA, PT3, HM3, or AME3 (the latter two ratings will be included in a forthcoming change to BuPers Inst. P1430.7D) you must have been graduated from an appropriate Navy service school. Time in service and time in pay grade requirements will be considered to have been met if fulfilled on or before 16 May 1963.

• **ADVANCE PAY** — An official study of the known financial problems of many Navymen has indicated the "dead horse," or three months' base pay drawn in advance, is directly responsible for many cases of indebtedness. As a result, CO's have been instructed to take a longer, harder look at all advance pay requests and turn down those that may mean future financial trouble.

The new word is contained in BuPers Notice 7220 of 16 Nov 1962, which amplifies the basic policy on advance pay contained in the *BuPers Manual* (Article A-4104). In general, advance pay up to an amount equal to three months' base pay may be granted upon permanent change of duty station. But, the advance payments will now be made only when:

- The Navyman or woman making the request is cautioned about the financial hazards that may crop up during lean pay months ahead.
- The financial status of the person concerned has first been thoroughly reviewed.
- Advance pay, as determined by the review, is justified.
- The amount can be repaid without undue hardship in six months.

QUIZ AWEIGH

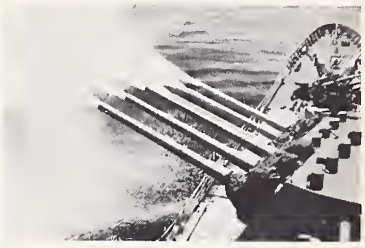
Caliber and calibers are two terms used in connection with naval guns. Together, they identify the size of a particular gun. What is the caliber of your gun knowledge?

1. Caliber is a term most of us are familiar with if we have had experience with firearms of any type. The caliber of a gun is determined by

(a) measuring the diameter of the outside of the barrel,

(b) measuring the length of the barrel,

(c) measuring the diameter of the bore (inside of the barrel).



2. Calibers, the other term which tells us a gun's size, refers to the

(a) weight of the gun,

(b) length of the barrel,

(c) effective range.

3. The length of the barrel of a gun can be determined by simple arithmetic. A 5-inch/38 has a barrel length of

(a) 15 feet, 10 inches,

(b) seven feet, seven inches,

(c) 33 feet.



4. Guns with bores of less than a certain size are designated by caliber only. These guns must have bores of

(a) one inch or less,

(b) two inches or less,

(c) three inches or less.

5. A 50-caliber machine gun has a bore of

(a) one inch in diameter,

(b) one-half inch in diameter,

(c) one-quarter inch in diameter.

Answers may be found on page 47.

THE BULLETIN BOARD

You'll Find Navy Duty in Puerto Rico Has a Spanish Flavor

SOME DUTY STATIONS are better liked than others. Here's the story on duty in a tropical isle, one that is also a tourist attraction—Puerto Rico. Roosevelt Roads, Ramey and San Juan are three locations which some Navy families now call home.

Although the Spanish customs have been modified, the island is still culturally more Spanish than North American. The food, housing, music, literature, family organization, social relationships, celebrations and child training are predominantly Spanish. However, this makes for a more interesting environment for most Navymen. Although the chaperon may not be too popular with them, the siesta hour during the mid-day will be. Both are still in evidence.

Because of the influence of its early Spanish conquerors, Puerto Rico is a Spanish speaking island. However, English is taught in all schools. The majority of the educated persons speak, read and write both English and Spanish. You would do well to either learn some Spanish before coming to Puerto Rico or should plan to take up the study of this language upon arrival, both as a goodwill gesture and as a means of further enjoying your stay on the island.

Housing—You must obtain prior approval from the Commandant Tenth Naval District in order to bring dependents into the area. This entry approval is based on immunization and the availability of housing. When entry approval is requested, you must indicate the command to which ordered.

You should advise your new command as far in advance as possible of your estimated date of arrival and mode of transportation when firm, to enable local transportation arrangements for sponsor and dependents.

Religion—The island is predominantly Roman Catholic. Protestant, Catholic and Latter Day Saints services are conducted weekly at station chapels. English language services in some denominations are held at churches in San Juan. There is a Jewish congregation in San Juan which welcomes servicemen. In addition, the rabbi visits Ramey twice a month.

San Juan

You may be assigned housing either on station public quarters or the San Patricio housing development which is located five miles south of the station. Quarters on station are limited to officers and CPOs, but the housing units at San Patricio are considered quite adequate. Transportation to and from San Patricio is provided by Navy bus. For Fleet units whose home port is San Juan, quarters are provided in the San Patricio housing development.

All quarters are furnished with stoves, refrigerators, beds and mattresses, and other furniture sufficient to satisfy basic needs. You should bring along as "hold baggage" a sufficient supply of pots, pans, dishes, silverware, linen, and clothing to set up housekeeping. Household kits containing the basic needs are available but, owing to limited number, arrangements should be made by you or someone in your behalf before your arrival.

Other furnishings such as curtains and/or drapes, clothes, washers, dryers, fans, tables and occasional tables and floor and table lamps, may be brought with household effects shipment or may be bought at the Navy Exchange or at local stores.



"What do you mean we're lost . . . you've got a compass!"

There are many establishments selling good furniture in the larger towns but except for mahogany and bamboo articles prices are higher than at home. If any of your own furniture is taken, it should be a type suitable for use in the tropics and not susceptible to termites and corrosion.

Renting of private housing is considered extremely expensive and is not recommended. Currently there is a slight waiting period for on-station housing.

Hotels—In San Juan several first-class hotels are available. Daily rates start at $10.00. These hotels generally cater to tourists and during the winter months you may find that accommodations are either not available or are extremely expensive. Reservations in advance can always be made by mail in order to avoid embarrassment on arrival.

Education—The school on the San Juan Naval Station offers standard curriculum from kindergarten through grade six for dependents living in the naval station area.

Kindergarten through junior and senior high school curriculum is provided for Navy dependents on Fort Buchanan. Kindergarten and grades one through six students living in San Patricio are expected to attend school at Fort Buchanan. Bus transportation is provided. All grades except kindergarten are on a full day basis. Bring transcripts of previous school grades or report cards.

There is a nursery school on the San Juan Naval Station, at a cost of $10.00 per month per pupil. The University of Puerto Rico offers good college courses primarily conducted in Spanish with textbooks in English. Florida State University extension courses are available for servicemen and their dependents who wish to utilize their spare time to study.

Domestic Help—Servants are readily available. Untrained maids usually are paid about $2.50 per day. Because of the tremendous increase in hotel construction in Puerto Rico, good servants other than cleaning women are hard to find, and the turnover is extremely high. Part-time and full-time maids, cleaning women, and laundresses are available but may not report regularly for work. It is customary for breakfast and lunch to be provided for them.

Ramey AFB

Government quarters are completely furnished with automatic washers, living room sets, dining room sets, stoves, refrigerators and bedroom sets. The very minimum items of household effects should be brought into the area since the Air Force will not unfurnish these quarters to make room for occupants' household effects. Storage facilities are not available for household effects if brought into the area.

Lawn and garden equipment is not available for care of lawns and hedges which is the responsibility of each occupant. Dependents' assistance has a limited supply of necessary kitchen utensils for issue to new arrivals pending receipt of their household effects. Bring electric fans. Forfeiture of quarters allowance is required to occupy these quarters. Off-base housing is scarce and sub-standard.

Ramey has an excellent school system for grades one through twelve. The extra-curricular program takes full advantage of the fine recreation area provided by each school. It is important to obtain transcripts of credits for schooling already completed, as well as available information regarding the children's particular aptitudes and educational levels. If transcripts are not available, you should bring report cards. Florida State University extension courses are available.

Roosevelt Roads

There are usually, but not always, sufficient numbers of officer and enlisted quarters available. At times a short waiting period may be necessary. Forfeiture of quarters allowance is required to occupy these government quarters. Off-base housing is scarce and sub-standard.

All station government housing is fully furnished with furniture of rattan and mahogany construction. An electric stove, electric water heater and a combination refrigerator-freezer are included. A deep freeze or additional refrigerator is often useful. Washing machines and an electric dryer are desirable.

Three TV stations can be received (very few English programs). This activity now operates its own TV station.

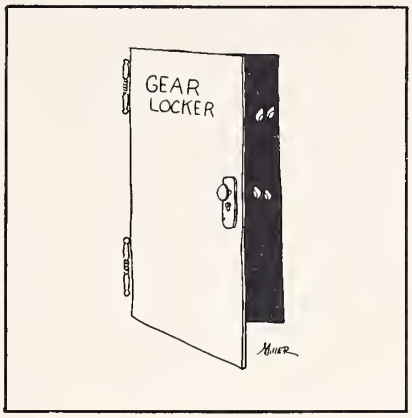
Each family provides its own linen, cooking utensils, silverware and china. Crates, boxes, trunks and other packing containers should be limited to disposable types as much as possible since storage space is limited to household furniture.

There is a station school which is a branch of the Antilles Consolidated School with grades from kindergarten through 12 providing standard curriculum. All grades are on a full day, 0830 through 1430. Buses carry school children from bus stops near their home to and from the school. Ample playground is available.

Pets—General information on the shipment of pets will be forwarded when you apply for travel. No taxes are imposed at time of entry nor are licenses required. Veterinary services and kennel accommodations are available to a limited degree.

Passports—Passports are not required in this U. S. commonwealth.

All-Navy Cartoon Contest
D. E. Miller, SN, USN



"I wonder if it's 'knock off work' time yet?"

HOW DID IT START

Dry-Land Wheel Watch

Contrary to what you might be thinking, a *wheel watch* is not necessarily a watch at a steering station. Neither is it akin to a "mail-buoy" watch or any of the other "watches" sometimes assigned to a novice sailor.

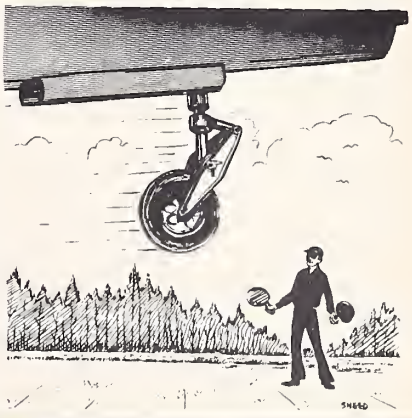
One dry-land version of the wheel watch is performed by non-rated members of ground crews at naval air stations. The watch consists of standing to the side of a runway to inspect and signal aircraft as to the state of the wheels and dive brakes before each landing.

The watchstander is equipped with red and green flares and two brightly colored paddles. When an aircraft makes an approach, the watch checks to see that the wheels and dive brakes are in proper position for landing. If the oncoming aircraft is in proper landing condition, the watch gives an OK with the two brightly colored paddles. If there is a malfunction in the landing gear or dive brakes, the watch fires red flares at an angle in front of the aircraft, signaling the pilot not to land.

At night, two wheel watches are stationed at each runway. The first checks the aircraft as it passes in front of him. If anything is wrong, he fires a red flare signaling the second watch to fire another red flare to signal the pilot. This is necessary because after dark the landing gear and dive brakes are impossible to check accurately until the aircraft nears the wheel watch.

The green flares are used to let the control tower know that the wheel watch needs supplies or assistance.

No one knows how many lives and aircraft the dry-land wheel watches have saved, but the men who stand them belong in the same class as lookouts aboard ship as far as safety to men and equipment is concerned.



Clothing—Summertime clothes are in order the whole year—cotton, rayon, nylon washables. During the winter months, in the evenings, a light sweater may be desirable. It is suggested that no heavy fall or winter clothing be brought, especially clothing requiring special storage such as furs. A light raincoat, preferably plastic, will be useful as will the summer uniform raincoat. Informal dress is in order at most times. At dances, ladies usually are in evening or afternoon dresses. There are some occasions where formal attire (white uniform or summer tuxedo) is required.

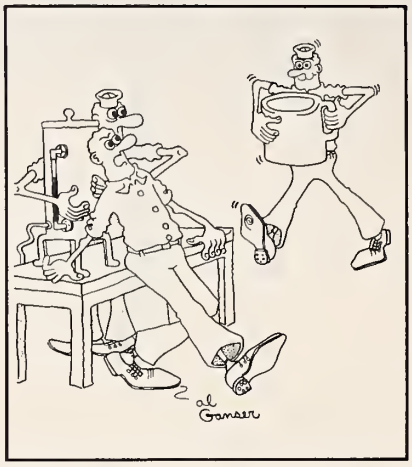
Civilian clothes are permitted when off duty. On duty, tropical khaki long, or short, is the customary uniform for officers and CPOs. The uniform for other enlisted personnel is undress whites B, or tropical white long, or short. Uniforms for inspection or change of command ceremony vary from full dress white to service dress khaki for officers and CPOs. The uniform for other enlisted personnel is service dress white.

Blues are never required, but should be brought along in anticipation of stateside temporary additional duty or emergency leave. The Navy Exchange has basic items of clothing, underwear and outerwear for sale; selection is limited. Clothing of excellent quality is available in a number of good local stores. Considerable difficulty will be encountered in obtaining certain unusual sizes of footwear. Odd sizes in clothing or shoes will usually not be available. This difficulty is more often encountered with women's and children's apparel. Ladies can find some excellent dressmakers, although it may take some looking. Cloth by the yard is unusually reasonable, although great care must be taken to insure that the material is not "second."

Prices on clothes are not appreciably different from stateside. Shopping by mail order will be found to be quite satisfactory. Service is excellent in all respects. Your favorite mail order house will be just as dependable in Puerto Rico as in the States and will often meet needs that cannot be satisfied in local stores.

Laundry and dry cleaning service is provided on the naval station at moderate cost. There are also a number of commercial establishments offering such service.

All-Navy Cartoon Contest
A. P. Ganser, MM2, USN



"Quick, ditch the pot—here comes Marvin for a refill."

Food—Commissaries carry an adequate line of almost all foods. Shortages occur in certain items from time to time when there is a long period between supply ship arrivals, but stocks are generally adequate. Pasteurized fresh milk is delivered by local dairies at a moderate price. Local fruits and vegetables are plentiful in season and are reasonable in price. There are many well stocked supermarkets in the San Juan area.

Banking—Dependable banking concerns, including branches of large international banks, are located in San Juan. Reliable, locally-owned banks are operated in most communities. U. S. currency is used. Continental banking can be easily utilized. Airmail from and to Puerto Rico is excellent and compares with coast-to-coast service in the U. S.

Recreation—Many opportunities exist for recreation and amusement. Such sports as baseball, tennis, swimming, basketball, golf, fishing, bowling and others are year-round activities. There are movies on the station every night. Dances, formal and informal, are arranged at the EM, CPO and officers' clubs at frequent intervals. Camera enthusiasts will find good subjects for color slides and movies. There are outdoor swimming pools on the San Juan Naval Station at both the EM and officers' clubs. There is salt water bathing at the Army and Navy beach in San Juan and at a number of other spots along the coast as well.

Fishing, both deep sea and fresh water, is excellent. Numerous mountain lakes and streams have an abundance of bass and catfish. In the San Juan area, at Fort Buchanan and Fort Brooke are two nine-hole golf courses; at Ramey Field and at Roosevelt Roads (80 and 50 miles distant, respectively) are two more courses. Golf clubs can be checked out for 24 hours at a time through Special Services and at all service golf courses.

Ramey and Roosevelt Roads have stables where riding horses can be hired or purchased. Trips to other islands at very reasonable commercial air rates are available as time and opportunities permit.

Automobiles—An automobile is very handy and in some areas practically a necessity. Bring a small car if available. It is advisable to have a new car, or a car in good condition undercoated; the weather and climate cause the body of an automobile to deteriorate rapidly. Have repairs such as front end alignment, wheel balancing, headlight adjusting, radiator flushing, generator brushes renewed, muffler and tail pipe renewed, etc., completed before shipping.

Major repairs are very expensive and the quality of workmanship is questionable. If you have a car that will last for your tour of duty in the area with only minor repairs, bring it instead of a new one. Roads are crowded, and except for a few, rough; the speed limit is low, so you do not need a high-powered automobile. Public liability insurance is required to operate a car on the Naval Station. Insurance rates are approximately double stateside rates.

Your stateside driver's license is valid in Puerto Rico for three months upon arrival. Dependents must obtain Puerto Rico drivers' licenses. A non-resident decal will be issued for your car allowing you to use your continental plates. This decal is good for your entire stay in Puerto Rico.

No taxes are imposed on cars shipped at government expense. Owing to transportation charges and the insular tax, cars purchased on the island are expensive. If you buy a used car on the island, you must pay the insular tax.

Medical Care—The station dispen-

sary at Naval Station San Juan offers limited outpatient care including prenatal care for naval dependents. Those requiring inpatient treatment are hospitalized at the Rodriguez U. S. Army Hospital at Fort Brooke, San Juan. This hospital has all normal facilities for medical and surgical services.

A hospital has been opened at Naval Station Roosevelt Roads, and provides outpatient and inpatient care for dependents, including maternity care. Dental care is provided to dependents on a facilities available basis.

The hospital at Ramey Air Force Base offers complete dental, medical and surgical care for all Naval Facility personnel and dependents.

That's duty in Puerto Rico. Have a good tour.

Revised Regulations Clarify Navy Requirements on Scuba Quals for All Divers

All Navy divers must qualify in the use of Scuba (self-contained underwater breathing apparatus) by 1 Jul 1963. Failure to qualify will result in the loss of the diver's designation. But it is assumed most will qualify.

For a number of years, the *BuPers Manual* has required that all divers be qualified in the use of Scuba. However, the *Manual of Navy Enlisted Classifications* lists two NECs each for Diver Second Class through Master Diver, one NEC for men qualified in Scuba and the other for those who aren't. For example there is an NEC for Master Diver, NEC 5311, and one for Master Diver/Scuba Diver, NEC 5341.

These dual category NECs are to be eliminated and as of 1 Jul 1963 these changes will go into effect:

- NECs 5341, 5342 and 5343—presently Master Diver/Scuba Diver; Diver First Class/Scuba Diver; and Diver Second Class/Scuba Diver—these categories will retain the same numbers, but lose the Scuba Diver part of the title.
- NECs 5311, Master Diver; 5312, Diver First Class; 5313, Diver Second Class; 5314, Salvage Diver; and 5344, Salvage Diver/Scuba Diver—categories will no longer be used.
- NECs of 5344, Salvage Diver/Scuba Diver, will automatically be recoded 5343, Diver Second Class, unless the Chief of Naval Personnel is notified that the holder has qualified for a higher diving designator.
- Diver NECs 5311, 5312, 5313 and 5314 will automatically be revoked for those not meeting Scuba requirements.

All commands having designated divers attached who are not currently qualified in SCUBA, are requested to insure that they fulfill minimum Scuba requirements before 1 Jul 1963. When the requirements are met, the command is to report this to the Chief of Naval Personnel (Attn: Pers-B224) for the appropriate change in NEC.

ANSWERS TO QUIZ AWEIGH

1. (c) Measuring the diameter of the bore (inside of the barrel).
2. (b) Length of the barrel.
3. (a) 15 feet, 10 inches.
4. (a) One inch or less.
5. (b) One-half inch in diameter.
Quiz Aweigh is on page 43.

To meet Scuba requirements listed in the *BuPers Manual*, a Diver Second Class or above must:

- Know Scuba safety precautions.
- Be familiar with underwater hazards encountered in Scuba diving.
- While underwater, clear water from inside the face mask and breathing apparatus.
- Ditch and don Scuba underwater.
- Know techniques of free ascent to the water's surface.
- Dive and accomplish work including underwater search, hull inspection, repair, and salvage, using Scuba.
- Swim 500 yards underwater using fins, face mask and Scuba.
- Dive to a depth of 130 feet and remain there 10 minutes if he is qualifying for Master Diver or Diver First Class, or dive to 50 feet for 15 minutes if he is meeting requirements for Diver Second Class.

Complete information on these changes is available in BuPers Notice 1500 of 5 Oct 1962.

NOW HERE'S THIS

Tall Tuna Tale

In the normal course of events, a shipboard sailor caught fishing during working hours would have to answer to the Old Man. Chances are, moreover, that any answer he could think up wouldn't do him much good.

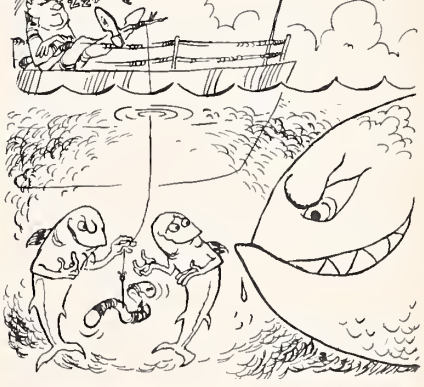
Aboard the Pacific Fleet radar picket escort ship USS *Koiner* (DER 331), however, crewmen spend many happy and profitable hours trolling busily—and with the blessings, no less, of the U. S. government.

***Koiner*, you see, spends a great deal of her time patrolling the Pacific early warning radar barrier. And, since they're out there anyway, and since almost anything calculated to help pass the time in what is often, at best, a monotonous routine is welcome, *Koiner*men cooperate with the U. S. Bureau of Commercial Fisheries in that agency's Tuna Oceanography Program.**

Whenever a *Koiner* crewman catches an albacore tuna, it is weighed, measured and examined to determine its past eating habits. Other information is gathered by use of bathythermographs (which measure the sea water temperature at various depths) and through taking of water samples twice daily.

These figures are then passed on to the fishing bureau. The information gained is used in aiding U. S. fishing fleets in locating incoming schools of tuna, and to further the fishing bureau's knowledge of Pacific tuna distribution.

So far, *Koiner*men claim to have caught more than 350 tuna in approximately the last two years. They say nothing of any which may have gotten away.



Navy Aircraft Designators Have Been Restyled—Here Is Why

By now you've probably heard about the new standard letter-number system of designating all military aircraft, which recently resulted in new identification symbols for virtually every plane in the Fleet.

If you're confused by it all, you're not alone.

One airman, who prefers to remain anonymous, buzzed into All Hands recently with what he called his squadron's latest theme song, the lyrics of which are sung to the tune of *Bell-Bottom Trousers*:

"We'll fix your airplanes
And we'll fly them too,
But please don't ask us what they're called
It sure ain't F8U."

This, insists the composer, is the general feeling of the men in his squadron, which operates the fighter plane known as the *Crusader*.

But, he added, the confusion is gradually clearing. A great deal is learned by word of mouth:

Airman: "Your F8U-1 is ready to go, Sir."

Pilot: "You mean F-8A."

Airman: "F8U-1, Sir."

Pilot: "It's now called an F-8A."

Airman: "You're putting me on, Sir."

Pilot: "It's an F-8A, sailor."

Airman: "Yes Sir."

The Navy-wide directive which ordered the change, BuWeps Inst. 13100.7, was issued in September.

Under the uniform designation procedure, any specific aircraft will have the same letter-number identification symbol, no matter which service is using it.

Only a few Navy aircraft are unaffected by the order. These are planes that already had the standard designations.

The most noticeable difference between the old designations and the new is the elimination of manufacturers' letters. No longer is the attack plane known as the *Skyraider* designated an AD-5 (D for Douglas Aircraft, the designer). Now it's the A-1E.

In order that the transition may be made as easily as possible, and with a minimum of confusion, the system is phasing into use gradually. Until the man in the Fleet has learned the new procedure, reference sheets which show both the old and new designations have been issued as training aids.

Men who, for some reason or other, are required to have a working knowledge of aircraft designators, have found that the new system is not hard to learn. Most of the symbols are basically the same as they used to be. The position of any one symbol in the designator sequence may have jumped around a little but, once the observer is eyeborne, the meaning of the new symbols can be quickly memorized.

On paper, all the new aircraft designations have at least one thing in common—a hyphen—which is the key in the analysis of any one designator.

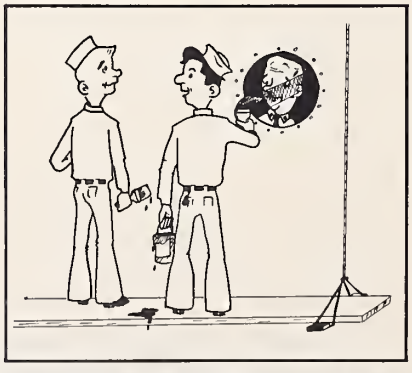
Basic Mission

A letter just before the hyphen specifies the basic mission the aircraft is designed to perform.

A—Attack
B—Bomber
C—Cargo/Transport
E—Special Electronic Installation
F—Fighter
H—Helicopter
K—Tanker
O—Observation
P—Patrol
S—Antisubmarine
T—Trainer
U—Utility
V—VTOL and STOL (Planes designed for vertical take-off and landing. Also aircraft capable of taking off and landing in a minimum prescribed distance.)
X—Research
Z—Airship

For economy, changes in official directives and manuals that list the old designations will not be made until revised for some other reason. (Where possible, COs have been told, pen-and-ink changes should be made, and new cover pages should be inserted.)

All-Navy Cartoon Contest
J. R. Leozewski, SMSN, USN



"The lieutenant said he'd give me that special liberty if I didn't foul up any more."

Design Numbers and Modification Letters

A number after the hyphen (one or two digits) specifies the number of each new design of the same basic mission or type aircraft.

If there has been a change in the aircraft from its original design, this is indicated by a letter, the alphabetical order of which indicates the number of the modification.

For example, the A in A-1E means this is an attack plane. Its design number is one, and it has been modified five times, which is represented by the fifth letter of the alphabet. This aircraft was formerly designated AD-5—meaning attack plane, built by Douglas Aircraft, that has been modified five times.

Mission Modifications

If the aircraft has been modified from its original mission, a letter in front of the basic mission symbol (letter) tells what it has been modified to do. Mission modifications are:

A—Attack
C—Cargo/Transport
D—Director (For controlling drone aircraft or missiles.)
E—Special Electronic Installation (For airborne early warning, etc.)
H—Search/Rescue
K—Tanker
L—Cold Weather plane (For Arctic or Antarctic operations.)
M—Missile Carrier
Q—Drone
R—Reconnaissance
S—Antisubmarine
T—Trainer
U—Utility
V—Staff
W—Weather

Thus, if the A-1E described above is modified to perform early warning missions, she becomes an EA-1E. (Under the old Navy system such an aircraft would be an AD-5W, the W suffix representing an airborne early warning version of the AD-5.)

Special Use

Another set of letters which may appear before the basic mission symbols indicates the plane's special use,

or status. To eliminate confusion, any one special use letter is not the same as any one modified mission letter.

Special use symbols are:

G—Permanently Grounded (For instruction and ground training purposes.)

J—Special Test, Temporary (Modified for special testing. Upon completion of tests, plane will be restored to its original design.)

N—Special Test, Permanent (Permanently modified for testing.)

X—Experimental (Not yet adopted for service use.)

Y—Prototype (Purchased in limited numbers for complete testing of design.)

Z—Planning (Indicates the aircraft is in the early stages of planning or development.)

If both a special use letter and modified mission letter are specified on the same aircraft, the special use symbol comes first. For example, YEA-3A would refer to a prototype (Y), early warning (E), attack plane (A). Using the post-hyphen translation procedures already described, you see its design number is three, and the design has been modified once.

The following is a roundup of Navy aircraft designators. For easy cross-reference, both the new and old symbols are listed.

Table of Old and New Designations Will Help You Identify Planes Correctly

ATTACK

Current	Former
A-1E	AD-5
EA-1E	AD-5W
EA-1F	AD-5Q
A-1G	AD-5N
A-1H	AD-6
A-1J	AD-7
A-2A	AJ-1
YA-3A	Y/A3D-1
A-3A	A3-D-1
YEA-3A	Y/A3D-1Q
EA-3A	A3D-1Q
YRA-3A	Y/A3D-1P
A-3B	A3D-2
EA-3B	A3D-2Q
YRA-3B	Y/A3D-2P
RA-3B	A3D-2P
TA-3B	A3D-2T
YA-4A	Y/A4D-1
A-4A	A4D-1
YA-4B	Y/A4D-2
A-4B	A4D-2
YA-4C	Y/A4D-2N
A-4C	A4D-2N
A-4E	A4D-5
YA-5A	Y/A3J-1
A-5A	A3J-1
A-5B	A3J-2
A-5C	A3J-3
A-6A	A2F-1
EA-6A	A2F-1H

BOMBER

Current	Former
UB-26J	JD-1
DB-26J	JD-1D

CARGO-TRANSPORT

Current	Former
RC-45J	SNB-5P
TC-45J	SNB-5
C-47H	R4D-5
EC-47H	R4D-5Q
LC-47H	R4D-5L
SC-47H	R4D-5S
TC-47H	R4D-5R
VC-47H	R4D-5Z
C-47J	R4D-6
EC-47J	R4D-6Q
LC-47J	R4D-6L
SC-47J	R4D-6S
TC-47J	R4D-6R
VC-47J	R4D-6Z
TC-47K	R4D-7
VC-54N	R5D-1Z
C-54P	R5D-2
VC-54P	R5D-2Z
C-54Q	R5D-3
VC-54Q	R5D-3Z
C-54R	R5D-4R
C-54S	R5D-5
VC-54S	R5D-5Z
C-54T	R5D-5R
C-117D	R4D-8
LC-117D	R4D-8L
VC-117D	R4D-8Z
C-118B	R6D-1
VC-118B	R6D-1Z
C-119F	R4Q-2
C-121J	R7V-1
EC-121K	WV-2
YEC-121K	Y/WV-2
WC-121N	WV-3
EC-121L	WV-2E
EC-121M	WV-2Q
TC-117D	R4D-8T
C-130F	GV-1U
KC-130F	GV-1
LC-130F	C-130BL
C-131F	R4Y-1
C-131G	R4Y-2
C-140C	UV-1
C-1A	TF-1
EC-1A	TF-1Q
C-2A	(New)

SPECIAL ELECTRONIC INSTALLATION

Current	Former
E-1B	WF-2
E-2A	W2F-1

FIGHTER

Current	Former
F-111B	TFX
F-1C	FJ-3
DF-1C	FJ-3D
MF-1C	FJ-3M
DF-1D	FJ-3D2
YF-1E	Y/FJ-4
F-1E	FJ-4
YAF-1E	YFJ-4B
AF-1E	FJ-4B
F-2C	F2H-3
F-2D	F2H-4
YF-3B	Y/F3H-2
F-3B	F3H-2
MF-3B	F3H-2M
F-3C	F3H-2N
F-4A	F4H-1F
F-4B	F4H-1
RF-4B	F4H-1P
YF-6A	Y/F4D-1
F-6A	F4D-1
YF-7A	Y/F2Y-1
YF-8A	Y/F8U1
F-8A	F8U-1
DF-8A	F8U-1D
QF-8A	F8U-1KD
YRF-8A	Y/FBU-1P
RF-8A	F8U-1P
TF-8A	FBU-1T
F-8B	F8U-1E
YF-8C	Y/F8U-2
F-8C	F8U-2
YF-8D	Y/F8U-2N
F-8D	F8U-2N
YF-8E	Y/F8U-2NE
F-8E	F8U-2NE
DF-9E	F9F-5KD
F-9F	F9F-6
DF-9F	F9F-6D
QF-9F	F9F-6K
QF-9G	F9F-6K2
F-9H	F9F-7
F-9J	F9F-8
YAF-9J	Y/F9F-8B
AF-9J	F9F-8B
YTF-9J	Y/F9F-BT
TF-9J	F9F-8T
RF-9J	F9F-8P
F-10A	F3D-1
F-10B	F3D-2
EF-10B	F3D-2Q
MF-10B	F3D-2M
TF-10B	F3D-2T2
YF-11A	Y/F11F-1
F-11A	F11F-1

HELICOPTER

Current	Former
UH-1E	HU-1E
UH-2A	HU2K-1
UH-2B	HU2K-1U
YSH-3A	Y/HSS-2
SH-3A	HSS-2
VH-3A	HSS-2Z
TH-13L	HTL-4
TH-13M	HTL-6
TH-13N	HTL-7
UH-13P	HUL-1
HH-13Q	HUL-1G
UH-13R	HUL-1M
CH-19E	HRS-3
UH-19F	HO4S-3
HH-19G	HO4S-3G
UH-25B	HUP-2
UH-25C	HUP-3
LH-34D	HUS-1L
YSH-34G	Y/HSS-1
SH-34G	HSS-1
UH-34D	HUS-1
VH-34D	HUS-1Z
UH-34E	HUS-1A
HH-34F	HUS-1G
SH-34H	HSS-1F
YSH-34J	Y/HSS-1N
SH-34J	HSS-1N
CH-37C	HR2S-1
UH-43C	HUK-1
OH-43D	HOK-1
CH-46A	HRB-1
QH-50A	DSN-1
QH-50B	DSN-2
QH-50C	DSN-3
XH-51A	(New)

OBSERVATION

Current	Former
O-1B	OE-1
O-1C	OE-2

PATROL

Current	Former
P-2D	P2V-4
P-2E	P2V-5F
DP-2E	P2V-5FD
EP-2E	P2V-5FE
SP-2E	P2V-5FS
P-2F	P2V-6
MP-2F	P2V-6M
TP-2F	P2V-6T
P-2G	P2V-6F
YP-2H	Y/P2V-7
P-2H	P2V-7
SP-2H	P2V-7S
LP-2J	P2V-7LP
YP-3A	Y/P3V-1
P-3A	P3V-1
QP-4B	P4Y-2K
P-5A	P5M-1
SP-5A	P5M-1S
TP-5A	P5M-1T
P-5B	P5M-2
SP-5B	P5M-2S

ANTISUBMARINE

Current	Former
S-2A	S2F-1
YS-2A	Y/S2F-1
TS-2A	S2F-1T
S-2B	S2F-1S
S-2C	S2F-2
RS-2C	S2F-2P
S-2D	S2F-3
S-2E	S2F-3S

TRAINER

Current	Former
T-1A	T2V-1
YT-2A	Y/T2J-1
T-2A	T2J-1
T-2B	T2J-2
T-28A	T-28A
T-28B	T-28B
DT-28B	T-28BD
T-28C	T-28C
T-33B	TV-2
DT-33B	TV-2D
DT-33C	TV-2KD
T-34B	T-34B
YT-34B	Y/T-34B
T-39D	T3J-1

UTILITY

Current	Former
U-1B	UC-1
U-6A	L-20A
U-11A	UO-1
HU-16C	UF-1
LU-16C	UF-1L
TU-16C	UF-1T
HU-16D	UF-2
HU-16E	UF-2G

AIRSHIP

Current	Former
EZ-1B	ZPG-2W
SZ-1B	ZPG-2
EZ-1C	ZPG-3W

Rules on Dual Compensation Which Affect Retired Officers

ONE PROBLEM faced by many officers when considering retirement is the restrictions placed upon their activities by the Dual Employment Act of 1894 and the Dual Compensation Act of 1932. It is often necessary to plan carefully to avoid violating one or more of the legal restrictions placed upon your employment after you retire.

These restrictions are notably applicable to retired Regular Navy officers, especially those retired for years of service. You would do well to try to become familiar with the restrictions likely to affect you, obtain expert advice in case of doubt, and then try to live within these limitations.

Here is a summary of these two Acts, as prepared by CDR W. E. Neely, USN, of the Office of the Judge Advocate General.

These restrictions DO NOT, of course, apply to retired enlisted personnel.

The ***Dual Employment Act of 1894*** (5 USC 62) generally prohibits retired Regular officers, retired for years of service, including commissioned and noncommissioned warrant officers, from accepting regular employment with the Federal Government, if either retired pay or the pay from the civilian position amounts to or exceeds $2500 per year.

This statute, which is of lifetime duration, cannot be avoided by waiving retired pay for the period of employment. The Dual Employment Act does not apply to retired enlisted personnel retired for any cause, and does not apply to a member retired as an enlisted person and subsequently advanced on the retired list to officer status. However, members with enlisted status who are retired as officers under a statute relating to the retirement of officers, such as 10 USC 6323, are no longer in an enlisted status and are subject to the Dual Employment Act.

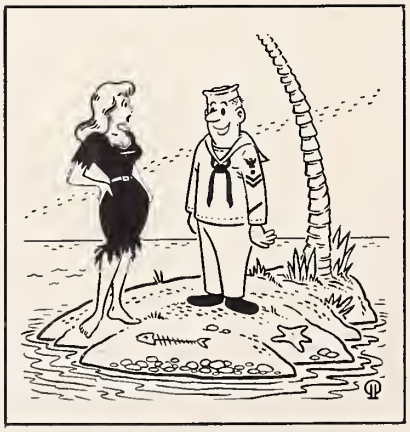
This Act does NOT apply to officers of the Regular Navy retired for physical disability nor to retired Reserve officers. It does not apply to an office or position filled by Presidential appointment confirmed by the Senate. It does not apply to temporary employment when employment is temporary from its beginning.

It does not apply to employment with a non-appropriated fund activity, such as a Navy Exchange or an officers' mess (open). It does not apply to the employment of retired officers by the National Aeronautics and Space Administration (NASA), by the Atomic Energy Commission, by the Agency for International Development (AID), to employment as a Peace Corps volunteer, to the employment of a limited number of officers by the Central Intelligence Agency, or to the employment of retired officers in certain specialized positions by other specified Federal agencies.

In almost every instance, however, the retired officer permitted to accept employment as an exception to the Dual Employment Act will nevertheless still be subject to the total income restrictions contained in the Dual Compensation Act, discussed below.

The ***Dual Compensation Act of 1932*** (5 USC 59a) restricts the total combined income derived by a retired Regular officer from a Federal position and from retired pay to $10,000 per year. If the compensation from a Federal civilian position exceeds $10,000 per year the retired Regular officer may retain his entire civilian compensation but must waive his entire retired pay during the period of his Federal civilian employment, following which his Navy retired pay will be resumed.

Generally speaking, the Dual Compensation Act applies to all retired Regular officers receiving pay on account of commissioned service, including permanent enlisted personnel advanced on the retired list to commissioned grade. The Act is not applicable to retired enlisted members not drawing retired pay as commissioned officers; nor to any retired warrant officers, W-1, 2, 3 or 4; nor to any retired Reserve officer.



"I just happened to be passing by."

It does not apply in the case of an officer retired for disability either (1) incurred in combat or (2) caused by an instrumentality of war during a period of war.

Legislation to repeal the Dual Employment Act and to increase the monetary limitation of the Dual Compensation Act was introduced in the last session of the Congress but was not enacted.

Other restrictions—A retired Regular officer, retired for any cause, is restricted by 5 USC 59c, as amended by Public Law 87-777, approved 9 Oct 1962, for a period of three years after retirement from selling any supplies or war materials to any agency of the Department of Defense, the Coast Guard, the Coast and Geodetic Survey or the Public Health Service, upon penalty of loss of retired pay while so engaged during the prohibited period. The term "selling" is defined in DOD Directive 5500.7 of 12 Dec 1961, which was promulgated to the Navy by SecNav Inst. 5370.2A. The term "supplies and war materials" includes virtually every item of tangible personal property, but does not extend to engineering and other professional services. The statute applies to all retired Regular officers, including all grades of Regular warrant officers and former enlisted members retired under statutes relating to officers.

An obscure provision appearing in the criminal statutes, 18 USC 281, has been interpreted as a positive prohibition proscribing a retired Regular officer "from representing any person in the sale of anything to the Government through the Department in whose service he holds a retired status." No authoritative definition is available as to what activities would be included in the term "selling" as employed in this statute, nor as to what items are embraced in the word "anything." So far as can be determined, only one case has been prosecuted under this statute.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 43—Revised paragraph five of Alnav 40.

No. 44—Announced approval by the President of the report of selection boards which recommended temporary promotion of line officers to the grade of lieutenant commander.

No. 45—Directed that the national ensign be half-masted by all ships and stations until sunset 10 November as a mark of respect for Mrs. Eleanor Roosevelt.

No. 46—Conveyed a Thanksgiving message from the Secretary of the Navy.

No. 47—Announced the release of personnel extended under Alnav 39.

No. 48—Canceled Alnavs 40 and 43.

No. 49—Reminded commanding officers that "Q" allotments were discontinued and that "D" allotments must be made by 21 December.

Instructions

No. 1050.2D—Provides information concerning the conditions under which Philippine or Guamanian personnel may visit the Philippines or Guam.

No. 1211.3A—Discusses the identification of officer postgraduate billet requirements.

No. 1520.88—Describes the procedures whereby officers may apply for assignment to the naval nuclear power training program.

No. 1616.6—Discusses the use of personnel classed as conscientious objectors and procedures for processing requests for noncombatant duty assignment or discharge based on conscientious objection.

No. 1620.1C—Discusses the policy concerning support of dependents and paternity complaints.

Notices

No. 1440 (25 October)—Reemphasized the Selective Training and Retention program (STAR) and Selective Conversion and Retention program (SCORE).

No. 1412 (29 October)—Announced the fiscal year 1963 Naval Reserve officer promotion zones and selection boards.

No. 1430 (29 October)—Announced the selection of personnel to aviation antisubmarine warfare technician (AX) and provided procedures for change in rating.

No. 1220 (5 November)—Established a means of recognizing personnel qualified as aircrewmen.

No. 1430 (6 November)—Announced the advancements to senior chief and master chief petty officer.

No. 1520 (10 November)—Announced the selection of officer applicants for submarine training.

No. 7220 (16 November)—Brought to the attention of commanding officers their responsibility to counsel enlisted personnel being detached on permanent change of station orders concerning the hazards of drawing excess advances of pay.

No. 1520 (21 November)—Invited applications from Supply Corps officers for assignment to the Subsistence Technology Course at the U. S. Army Quartermaster School, Fort Lee, Va., and the Transportation Management Course at the U. S. Naval School, Oakland, Calif.

Navy Publishes Handbook On Space Navigation

The Navy now has a manual for space navigators. It's the *Space Navigation Handbook* (NavPers 92988), prepared by the first organized class in space navigation, which convened at the U. S. Naval Academy in July 1961.

The handbook is not part of a regular Navy training course. It was designed originally as a textbook for four weeks of introductory space navigation training at the graduate level, and has proved very useful as a reference book in appropriate NROTC, OCS and Reserve officer education programs.

In highly condensed fashion the handbook explains problems of astronomy, physics, space flight technology and of space navigation.

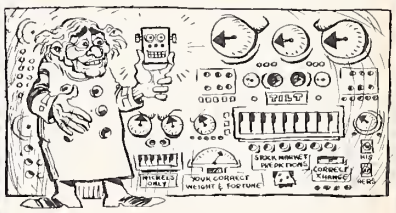
HERE'S YOUR NAVY

The Navy, and other armed forces, are using more and more electronic gear. As this equipment is required to do bigger and better things, it gets heavier and heavier and occupies more and more space. Anyone who has even casually walked by a computer installation can testify to that.

What the Navy (and everybody else) needs is electronic gear that is more dependable, performs better, costs less, weighs less and occupies less space than the equipment now in use.

One Navy organization devoted to this task is located in Indiana. It is the U. S. Naval Avionics Facility, Indianapolis (NAFI).

NAFI, working closely with other Navy laboratories, has studied a number of microelectronics techniques, among which is something NAFI men call in-



tegrated thin film circuitry (electric circuits on film) which, they think, will do the work (with the help of diodes and transistors) of numerous vacuum tubes and many feet of wire.

They believe this will be the first microelectronics technique to be widely used in military equipment.

The film can be used in most military equipment, and its applications are numerous. This is not to imply that even film circuitry is simple. It is simply less complicated than conventional circuitry now in use.

BuWeps has attempted to speed up the availability of microelectronics for military use by contracting the development of the thin film technique to a commercial firm.

In this way, the Navy expects to know soon exactly what materials, machines and controls it will need to manufacture its little wonder.

A guinea pig computer has been developed by NOL, China Lake, for research purposes. This computer is considered a moderately complex piece of equipment which the NAFI men hope to simplify through the use of thin film developed into a computer panel small enough to be held between your thumb and forefinger.

The final product will be a prototype of a general purpose data processor with a memory system which can be programed to handle a wide variety of problems and other functions which might be required.

Program to Reduce Purchases Abroad Continues, Aimed at Stemming Outward Gold Flow

Expenditures for support of the U. S. military establishment abroad constitute the largest single deficit item in the United States balance of payments. As you will recall, back in November 1960, in order to help the nation's unfavorable position relative to balance of payments, the President directed that the number of dependents of military personnel overseas be reduced by one-third.

Later, that portion of the order which related to reduction of dependents overseas was rescinded, on assurance from DOD that the reduction in overseas expenditures could be accomplished in other ways. In October 1961, in connection with the Berlin crisis, travel of dependents to western Europe was again banned. After the lessening of the crisis in Berlin, the ban on dependents' travel was continued as part of the effort to reduce the flow of gold out of the United States.

In April 1962, this ban was rescinded, on condition that certain units be rotated on a unit basis without authorization for dependents' travel; that the expenditure of funds for goods and services overseas be severely curtailed; and that personal expenditures entering the balance of payments be reduced to $100 per year per member overseas.

There are numerous plans to reduce the expenditures of individuals. Some of them are mandatory; however, because of the general and marked desire on the part of military personnel and their dependents to cooperate in every possible way toward improving the nation's balance of payments situation, most of the plans are based on voluntary reductions in expenditures by individuals.

The over-all objective in the overseas personal expenditure reduction program is an annual reduction in expenditures of approximately $135 million.

As part of this program each person overseas under the sponsorship of the Department of Defense is requested to limit his expenditures for foreign goods to items which:

- Are purchased in an Exchange outlet or other approved United States military operated resale activity, and then only to goods for which a real need exists.
- Are required for the use of the individual or his household incident to his duty overseas and a reasonable substitute cannot be procured from an Exchange outlet or from the United States.
- If not covered under the above, do not exceed a total cost of $100 per year for each individual overseas.

In addition, the transportation, at government expense, of any foreign-made motor vehicle purchased by Department of Defense personnel or their dependents overseas or for delivery overseas is prohibited unless (this is not applicable to vehicles purchased in Alaska, Hawaii, Virgin Islands, Guam, Midway, Puerto Rico, Wake Island, American Samoa or the Canal Zone by personnel regularly stationed there):

- Owned or on order on 6 Mar 1961.
- Adequate facilities do not exist for the maintenance and repair of motor vehicles produced and assembled in the United States. The places listed as exceptions because of lack of facilities to take care of American cars are: Bermuda (within limitations of Bermuda law), Indonesia, Hungary, Cyprus, Republic of the Congo, Eritrea, Bulgaria, Yugoslavia, Afghanistan, Malta, Poland, Ceylon, Malagasy Republic, Ireland and the area in proximity of Holy Loch, Scotland (Argyll County and Gourock-Greenock Township).

In addition, each person is urged to establish a savings program through an allotment from his pay. These savings may take such forms as a savings bond allotment or an allotment to a savings bank. Whatever the form of saving selected, the adverse flow of gold would continue unless these funds are left in the account until the member's return to the States. It should be noted that an allotment of as little as $8.50 a month, will build up a savings account of more than $100 a year. For those who already have effective savings allotments of some type, an increase in the allotment in the amount of $100 per year is urged.

Many service personnel and their dependents have suggested that restrictions should be placed on the travel of tourists abroad. In response to this specific question, the President on 22 Aug 1962 stated, "I think it is very difficult for a good many servicemen to understand the difference between the burdens and obligations placed on those in the public service and the freedom which is available in private life. . . . We are asking the servicemen to accept this sacrifice . . . and we are hopeful, however, as I have said before, that by the end of 1963 we will have brought our balance of payments into sufficient balance to permit American troops greater freedoms than they now have in this regard."

If you are thinking of buying U. S. Savings Bonds, some valuable tips may be found in the July 1962 issue of ALL HANDS, page 49.

Also, the Navy makes available to you, if you are an enlisted man serving on active duty for six months or longer, one of the best savings methods around; the Navy Savings Deposit Program. For further details, see page 51 of the May 1961 issue of ALL HANDS.



"Wonder where on earth all that junk came from."



"Driving an unlicensed vehicle on a naval base!"

This Will Give You Some Idea of Your Chances of Advancement

IF YOU'RE EYEING the calendar in uneasy anticipation of the advancement in rating exams to be held next month, here's a tip from testing authorities. Relax and focus your spare time attention on the appropriate Navy training course blue books. If you pass your exam with a high enough score, and there is room in your rating for you to move up, you will be advanced.

Opportunities for advancement are best, logically enough, in ratings that have the most vacancies. As of this writing, estimates of each rating's advancement opportunities for the February 1963 exams had not been compiled. However, the facts and figures of last February's exams may give you some idea of advancement odds for this year (see table).

A prelude to the actual exam, as you know if you're going to take one this year, is the various eligibility requirements you must fulfill before you can participate. If you haven't completed the eligibility requirements already, time's running out. All but one of the requirements, as you'll see here, must be met at least one month before exam date. You would do well to review your advancement requirements from time to time to make sure you are eligible. Men have been known to be turned back on examination day because they unwittingly failed to meet one or more advancement eligibility requirements.

Before you can participate in the advancement exams you must be recommended by your commanding officer; complete all the practical factors required for the higher rating; complete the required Navy training courses; and complete any required performance tests. If your rating requires the completion of service school, you must have been graduated from the school before you can be recommended. Also, the rating you seek must be in the proper path of advancement, and you must have fulfilled the time in service and time in pay grade requirements. Here's a closer look at each:

• ***Recommendation***—Your CO's recommendation is well considered. You are recommended only if you have the ability to perform the work and carry the responsibilities of the higher rating. This recommendation may be withdrawn at any time before actual advancement.

• ***Practical Factors***—These are the skills and abilities required for advancement which can best be demonstrated by your performance before you take an advancement exam. As you demonstrate your knowledge, a qualified officer or senior petty officer makes a record. Practical factors vary for different rates and ratings. They are all listed in the *Manual of Qualifications for Advancement in Rating* (NavPers 18068—Revised).

• ***Navy Training Courses***—Appropriate Navy training courses for your rating are based on the qualifications you must have. The current edition of *Training Publications for Advancement in Rating* (NavPers 10052) lists the correspondence courses you must complete before you are permitted to take the advancement exam. If you have been graduated from class A service school you are credited with satisfying the requirements for completion of Navy training courses for E-4.

Certain schools have been authorized to assign striker designations to graduates. If you have a school-assigned striker designation, you are considered to have met your rating's training course requirements for pay grade E-4. Successful completion of a class B school may be considered as satisfying the requirements for completion of the training courses for E-6.

• ***Performance Test***—The *Manual of Qualifications for Advancement in Rating* lists the performance tests required for certain ratings. If a performance test is required for your rating, you must complete it before you can take the advancement exam.

• ***Service School***—At present, only men who wish to advance to the following ratings are required to attend the appropriate A, B, or Fleet service schools: PR3, DT3, MNCA, MUCA, AGCA, PT3, HM3 and AME3. The latter two ratings will be included in a forthcoming change to BuPers Inst. P1430.7D.

• ***Proper Path***—Advancements may be made only to the next higher pay grade in the rate that is in the proper path of advancement. If you're a PN3, the proper path of advance-

What's On at the Movies?

Sitting on the fantail, or in a darkened mess hall or wardroom, watching a picture projected on a beam of light which dances through clouds of blue-gray smoke is as much a part of Navy life as bean soup and the bosun's pipe.

Since the first shipboard movie was shown, the Navy has consumed a large portion of Hollywood's production.

The motion pictures are distributed through more than 30 Navy motion picture exchanges throughout the world, on a first-come, first-served basis.

Although movies are screened for entertainment value, any Navyman will tell you that some of the pictures he sees are less than Academy Award winners. This, however, shouldn't cause any gnashing of teeth or rending of garments, for the Navyman's chances of seeing a really good picture are better than those of the average civilian moviegoer, whether on ship or shore.

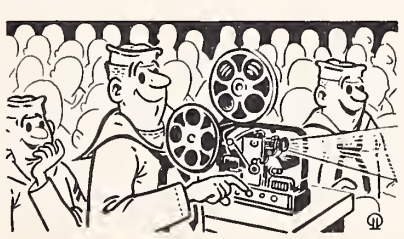
Each week, four of Hollywood's best new pictures are placed into circulation and four oldies are retired. Sixteen prints of each picture selected are distributed.

Movies are shown on all Navy ships (including MSTS) and ships belonging to the Coast Guard and the Coast and Geodetic Survey Service. Navy, Marine Corps and Coast Guard shore activities overseas also get movies.

Navymen see all kinds — movies made for small and wide screens, in black and white, and in glorious (or is it exciting?) color.

Most of the money for movies comes out of funds derived from the operation of Navy Exchanges and ship's stores.

Each year, nearly three million dollars are spent to provide Navymen with their daily motion picture fare.



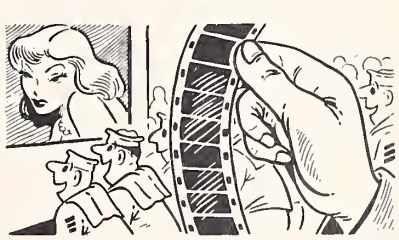


Table Shows How Many Who Passed Exams Advanced

Here's a roundup of statistics from the February 1962 advancement in rating exams. In many ratings, all passing the exams were advanced.

Rating	E-4		E-5		E-6		E-7	
Group I	Passed	Advanced	Passed	Advanced	Passed	Advanced	Passed	Advanced
BM	1746	1569	1084	644	747	590	312	312
QM	577	577	351	351	108	108	151	151
SM	545	545	272	246	147	147	137	137
RD	1182	1182	721	721	177	177	182	182
SO	—	—	—	—	96	96	88	88
SOA	60	60	36	36	—	—	—	—
SOG	464	464	300	300	—	—	—	—
SOS	83	83	49	49	—	—	—	—
SOO	59	59	44	44	—	—	—	—
Group II								
TM	410	410	298	298	179	138	110	110
GMM	39	39	19	12	43	43	14	14
GMG	1245	1245	694	645	441	441	194	194
GMT	126	126	134	134	29	29	39	39
FT	—	—	—	—	—	—	189	189
FTG	729	729	511	511	85	85	—	—
FTM	123	123	60	60	33	33	—	—
MT	257	257	156	156	22	22	35	35
MN	47	21	58	15	61	18	27	15
Group III								
ET	—	—	—	—	213	213	300	300
ETN	925	925	645	645	—	—	—	—
ETR	884	884	552	552	—	—	—	—
DS	—	—	—	—	3	3	10	10
Group IV								
IM	66	23	36	26	12	5	8	4
OM	58	58	35	35	10	10	8	8
Group V								
RM	1665	1665	879	879	369	369	419	419
CTA	84	84	57	57	23	23	55	55
CTM	70	70	75	75	19	19	19	19
CTO	64	64	47	47	26	26	45	45
CTR	200	200	152	152	75	75	101	101
CTT	71	71	66	66	24	24	17	17
YN	1939	1939	999	855	475	475	426	426
PN	1115	1115	489	416	323	258	240	240
MA	198	198	111	111	46	46	49	49
SK	1687	1687	747	569	476	256	299	188
DK	367	367	192	192	161	98	102	72
CS	1025	1025	1082	459	840	509	372	140
SH	—	—	—	—	403	136	275	124
SHB	161	161	140	67	—	—	—	—
SHC	15	15	17	7	—	—	—	—
SHL	587	587	378	176	—	—	—	—
SHS	42	42	27	12	—	—	—	—
SHT	19	19	24	11	—	—	—	—
JO	125	125	57	57	12	12	9	9
PC	290	199	88	25	47	4	52	5
Group VI								
LI	109	109	35	17	24	4	26	11
DM	139	139	52	52	14	14	18	4
MU	184	184	107	77	33	33	15	15
Group VII								
MM	2374	2374	1603	1603	446	446	378	378
EN	1541	1541	992	648	656	229	440	290
MR	376	376	268	268	73	73	72	32
BT	1452	1452	891	891	307	307	310	310
BR	—	—	—	—	4	4	13	13
EM	1630	1630	1071	1071	408	408	382	382
IC	1061	1061	667	667	126	126	65	65
SF	—	—	—	—	408	216	289	230
SFM	519	519	337	294	—	—	—	—

(Cont. on next page.)

ment is to PN2. If you're a designated striker, you may advance only to the rating of your striker identification. (Exceptions to the proper path procedure, such as authorized changes in rating, are spelled out in BuPers Inst. P1430.7D.)

• **Service**—The minimum time in service and pay grade requirements for advancement are:

Pay Grade	Time Requirements
E-1 to E-2	No specified time for advancement; may be effected upon completion of recruit training; otherwise four months' naval service.
E-2 to E-3	6 months in pay grade E-2.
E-3 to E-4	6 months in pay grade E-3.
E-4 to E-5	12 months in pay grade E-4.
E-5 to E-6	24 months in pay grade E-5.
E-6 to E-7 (acting)	36 months in pay grade E-6.
E-7 to E-8	48 months in pay grade E-7, and minimum total service of 11 years, 8 years of which must be enlisted service.
E-8 to E-9	24 months in pay grade E-8, and minimum total service of 13 years, 10 years of which must be enlisted service.

The time in service and time in pay grade requirements must be met before the terminal eligibility date—the 16th day of the third month following exam month. In other words, 16 November (for August exams) and 16 May (February exams).

These time requirements are the only ones that may be met after the exam date. All of the other requirements must be fulfilled at least one month before the date of examination.

Exams for E-8 and E-9 are held once a year on the first Tuesday in August. Final determination of those to be advanced is made by a selection board which convenes annually in September. Personnel selected for the senior and master chief grades must pass a physical examination before accepting their promotions.

If you are selected for E-8, you must, before accepting advancement, agree to remain on active duty for two years from date of advancement. For E-9s, the obligated service requirement is three years.

Exams for E-7 are conducted once each year in February. The exams for E-4 through E-6 are held twice a year, each February and August. Normally you can look ahead and know on exactly which day your

exam will be conducted. Customary exam days are:

First Tuesday in August	E-8/E-9
First Thursday in August	E-6
Second Tuesday in August	E-5
Second Thursday in August	E-4
First Tuesday in February	E-7
First Thursday in February	E-6
Second Tuesday in February	E-5
Second Thursday in February	E-4

All advancements to pay grades E-4 through E-9 are subject to quota controls. Quotas are administered on a Navywide basis, determined by the Chief of Naval Personnel after a thorough study of vacancies in each rating and the maximum number of additional petty officers that can be supported within the authorized enlisted strength.

Except for E-8 and E-9, the determination of who will be advanced within quota limitations is based on final multiple standings. The E-8 and E-9 selection board determines which men may be advanced to the senior and master chief grades within quota limitations.

Occasionally, quotas are divided into increments, or groups with different advancement dates, in order to up in grade a maximum number of candidates. The increments are based on final multiple standings of those who pass the exams.

Your command is notified of the results of your exam by letter from the Commanding Officer, U. S. Naval Examining Center. Except for the E-7, E-8, and E-9 grades, the notification will name the personnel whose final multiple scores were high enough to place them within the quota for advancement.

Those who advance to E-7 are notified by a BuPers Notice in the 1430 series. Also, a BuPers Notice in the 1430 series lists candidates who are selected for E-8 and E-9.

The last Navywide advancement exams were conducted in August 1962 for pay grades E-4 through E-6, and E-8 and E-9. Letters from the Naval Examining Center authorizing the advancement (on 16 Nov 1962) of more than 60,000 Navymen and women to grades E-4, E-5, and E-6, were sent to all commands.

The E-8 and E-9 exams of last August resulted in 2681 Regular Navy chiefs (E-7 and E-8) selected for master and senior grades. These selections were announced in BuPers Notice 1430 of 6 Nov 1962.

Here's How Many Passed and Advanced (Cont.)

Rating	E-4		E-5		E-6		E-7	
Group VII	Passed	Advanced	Passed	Advanced	Passed	Advanced	Passed	Advanced
SFP	499	499	309	124	—	—	—	—
DC	435	435	213	156	240	120	127	114
PM	51	16	19	9	4	4	3	3
ML	31	31	14	10	13	7	7	7
Group VIII								
EA	—	—	—	—	5	5	2	2
EAD	14	14	11	11	—	—	—	—
EAS	47	47	19	19	—	—	—	—
CE	—	—	—	—	25	25	30	30
CEP	42	42	21	21	—	—	—	—
CES	6	6	9	9	—	—	—	—
CET	18	18	14	14	—	—	—	—
CEW	69	69	51	51	—	—	—	—
EO	—	—	—	—	137	21	84	42
EOH	73	73	90	45	—	—	—	—
EON	116	116	115	5	—	—	—	—
CM	—	—	—	—	72	29	57	26
CMA	57	57	68	24	—	—	—	—
CMH	35	35	34	26	—	—	—	—
BU	—	—	—	—	47	47	75	37
BUH	21	21	18	18	—	—	—	—
BUL	180	180	97	97	—	—	—	—
BUR	62	62	40	40	—	—	—	—
SW	—	—	—	—	29	6	19	3
SWE	26	26	14	14	—	—	—	—
SWF	27	27	11	11	—	—	—	—
UT	—	—	—	—	47	16	31	7
UTA	20	20	13	6	—	—	—	—
UTB	10	10	9	9	—	—	—	—
UTP	66	66	50	13	—	—	—	—
UTW	12	12	15	15	—	—	—	—
Group IX								
ADJ	1002	1002	867	867	292	292	128	128
ADR	1048	1048	1192	1192	729	729	373	373
AT	—	—	1719	1719	394	394	299	299
ATN	752	752	—	—	—	—	—	—
ATR	405	405	—	—	—	—	—	—
ATS	161	161	—	—	—	—	—	—
ATW	66	66	—	—	—	—	—	—
AO	576	576	363	363	227	227	109	109
AQ	—	—	170	170	45	45	43	43
AQB	73	73	—	—	—	—	—	—
AQF	121	121	—	—	—	—	—	—
AC	300	300	273	226	168	124	126	82
ABE	276	58	143	45	59	47	43	43
ABF	279	163	105	105	51	44	35	35
ABH	498	498	167	167	72	72	42	42
AE	825	825	682	682	257	257	249	249
AME	300	300	164	23	23	23	26	26
AMH	711	711	635	474	169	169	187	187
AMS	1077	1077	593	593	181	181	137	137
PR	117	117	98	98	96	76	62	21
AG	318	318	206	206	55	55	56	35
TD	254	203	176	80	123	50	76	45
AK	642	642	349	307	182	98	143	50
PH	358	358	212	212	128	83	85	25
PT	31	31	16	16	16	8	11	11
Group X								
HM	2835	2009	1288	1078	770	536	490	490
Group XI								
DTG	264	164	128	76	81	48	46	46
DTP	40	40	39	26	44	13	33	23
DTR	—	—	—	—	8	2	11	2
Group XII								
SD	2411	264	992	184	554	248	216	88

List of New Motion Picture And TV Series Available To Ships and Overseas Bases

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Two one-hour TV shows are packaged together for a 108-minute program, but may be shown only aboard ship. TV series available for selection are: Target—The Corruptors; and The Detectives—melodramas.

Motion Pictures

The 300 Spartans (2122) (C) (WS): Drama; Richard Egan, Diane Baker.

Two Tickets to Paris (2123): Musical; Joey Dee, Gary Crosby.

Hatari (2124) (C): Adventure Drama; John Wayne, Red Buttons.

The Frightened City (2125): Melodrama; Herbert Lom, Yvonne Romain.

The Story of the Count of Monte Cristo (2126) (C) (WS); Drama; Louis Jourdan, Yvonne Furneaux.

The Trojan Horse (2127) (C) (WS): Melodrama; Steve Reeves, Juliette Mayniel.

The Valiant (2128) (WS): Drama; John Mills, Ettore Manni.

Two and Two Make Six (2129): Melodrama; George Chakiris, Janette Scott.

King of Kings (2130) (C) (WS): Biblical Drama; Jeffrey Hunter, Robert Ryan.

The Mighty Ursus (2131) (C) (WS): Melodrama; Ed Fury, Cristina Gajoni.

Then There Were Three (2132): Drama; Frank Latimore, Alex Nicol.

Make Way for Lila (2133) (C): Adventure Drama; Erika Remberg, Joachin Hansen.

I Thank a Fool (2134) (C) (WS): Drama; Susan Hayward, Peter Finch.

No Man is an Island (2135) (C): Drama; Jeffrey Hunter, Marshall Thompson.

Tower of London (2136); Melodrama; Vincent Price, Joan Freeman.

Damon and Pythias (2137) (C): Drama; Guy Williams, Don Burnett.

Television Programs

5301: TV-1 *Target—The Corruptors*—A Book of Faces. TV-2 *The Detectives*—Legend of Jim Riva.

5302: TV-1 *Target—The Corruptors*—Yankee Dollar. TV-2 *The Detectives*—Tobey's Place.

5303: TV-1 *Target—The Corruptors*—Bite of a Tiger. TV-2 *The Detectives*—Beyond a Reasonable Doubt.

5304: TV-1 *Target-The Corruptors*—A Man Waiting to be Murdered. TV-2 *The Detectives*—The Outsider.

5305: TV-1 *Target-The Corruptors*—A Man's Castle. TV-2 *The Detectives*—Act of God.

Suggestions for Chiefs Preparing for E-8 and E-9

A reminder for CPOs preparing for the next E-8 and E-9 exams: Don't count on your test to be simply a rehash of professional matters on which you were quizzed as an E-4, E-5, or E-6. You'll probably find your senior or master chief exam is a lot tougher than any you've taken in the past.

The exams for the super ratings will not be given until August, but it's not too early to start preparing.

In the time it takes to become eligible for a senior or master chief rating you are considered to have attained a high degree of skill. But your assumed competence doesn't let you off the hook for exam purposes—your professional knowledge is tested with advanced questions.

The Navy wants its senior and master chiefs to be verbally proficient, capable of thinking in quantitative terms, and capable of understanding the basic principles of problem formation. As a result, your general aptitude and reasoning ability are questioned.



"I'm thirsty."

And, your supervisory and leadership qualifications are put to the test as they seldom are in lesser exams.

Senior and master chief advancement exams are divided into three sections: Professional, Supervisory, and Common Knowledge. The exams are tough, but they are based on written material which is available to all candidates. Here's a roundup of recommended study material:

Professional—Questions in the Professional section are based on the *Manual of Qualifications for Advancement in Rating* (NavPers 18068—Revised) and related training publications of the NavPers 10052 series.

Supervisory—Leadership and supervisory type questions are developed from pertinent chapters (or articles) of publications listed in the military requirements sections of training publications (NavPers 10052 series).

Common Knowledge—To test your general aptitude, the Common Knowledge section concentrates on your arithmetical, mechanical, and verbal reasoning capabilities. Questions are taken from basic mathematics, physics, and vocabulary development texts.

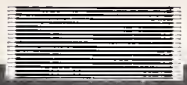
In addition, exam writers recommend the following:

- Study material for college entrance examinations.
- High School Subjects Self Taught book.
- Basic mathematics.
- Specialty handbooks.
- Mathematics review.
- Popular Psychology books.
- Appropriate USAFI publications.
- Vocabulary development books.

Your Navy library or station or ship Information and Education office should be able to provide you with the study material best suited to your needs.

A final tip: Your exam score is only one of a number of considerations made by the E-8 and E-9 selection boards. Your performance in the exam is mighty important, but a high score does not insure advancement. Your service record is reviewed for performance marks and evaluations by your CO. Your chances for selection are increased if you have a history as a capable leader and administrator.

DECORATIONS & CITATIONS



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

Gold Star in lieu of Second Award

★ FOLSOM, Parker L., CAPT, USN, for the performance of outstanding services from January 1958 to August 1962 while serving in the Development Programs Division, Office of the Deputy Chief of Naval Operations (Development). During this period, CAPT Folsom, in addition to other demanding duties in connection with the development of the Navy's operations control centers, communication systems and electronics warfare systems and equipment, served in the highly important capacity of project officer for the development of the revolutionary Navy Tactical Data System (NTDS). This project has produced a computerized network which increases the accuracy and tactical data handling capacity of the naval command control system manyfold and, at the same time, lightens the burden heretofore borne by the commander involved.

Gold Star in Lieu of Second Award

★ NATION, William M., RADM, USN, for outstanding service as Deputy Commandant, Armed Forces Staff College, from June 1960 to June 1962. Instrumental in effecting the first major reorganization of the faculty of the Armed Forces Staff College in 1961, RADM Nation was highly successful in carrying out his responsibilities throughout this period. Through his close, personal knowledge of world problems, he made a marked contribution toward the revision of certain aspects of the Armed Forces Staff College curriculum and, in particular, toward the introduction of a new major unit of instruction on southeast Asia. In fostering the harmonious integration of naval students with those of other services and of our NATO allied observers, he consistently displayed judgment and diplomacy of a high order.

★ WEISS, Arnold, CDR, SC, USN, for the performance of outstanding service from 23 Dec 1957 to 31 Dec 1961 while serving with the Military Medical Supply Agency, and from 1 Jan 1962 to 1 Oct 1962 while serving with its successor activity, the Defense Medical Supply Center. Adhering to the highest standards of personal and professional conduct, CDR Weiss, as Director of the Purchase Department during these periods, displayed exceptional skill as a negotiator in extremely complex procurements of medical supplies for all elements of the Department of Defense and, when requested, for other government agencies and departments. Despite the continuous pressure directed at him by the majority of the leading manufacturers of a major industry, he consistently exercised fortitude and an unremitting devotion to duty as guardian of the public monies entrusted to his expenditure, resulting in direct savings to the government of millions of dollars. In addition, through his expert testimony before a federal grand jury and in a Federal Trade Commission hearing, his assistance to committees of the Congress, and his personal intercession with the heads of many of the large corporations with which he dealt, he was instrumental in bringing about a basic change in the industry's pricing policies which should ensure continued savings to the Department of Defense and to other departments of the government of the United States.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ CHANCE, Robert W., LTJG, USNR, for extraordinary achievement while participating in aerial flights on assigned missions during the Cuban crisis.

★ DAY, Arthur R., LT, USN, for extraordinary achievement while participating in aerial flights on assigned missions during the Cuban crisis.

★ FEEKS, Edmond M., LT, USN, for extraordinary achievement while participating in aerial flights on assigned missions during the Cuban crisis.

★ HALLCOM, Terry V., LTJG, USNR, for extraordinary achievement while participating in aerial flights on assigned missions during the Cuban crisis.

★ KELT, William N., LT, USN, for extraordinary achievement while participating in aerial flights on assigned missions during the Cuban crisis.

★ TAYLOR, William L., LTJG, USNR, for extraordinary achievement while participating in aerial flights on assigned missions during the Cuban crisis.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ GREENWOOD, Jay C., FA, USNR, for heroic conduct on the night of 11 Jul 1962 while serving with the U. S. Naval Training Center, Great Lakes, Ill. Hearing cries for help emanating from the vicinity of the outer south breakwater area, Greenwood, although unable to sight the person in distress because of darkness, dived into the water and swam through one- to two-foot waves in the general direction of the cries until he succeeded in locating and towing to safety a young woman who was fully clothed and struggling to stay afloat. Through his prompt actions in an emergency, Greenwood was directly responsible for saving a life.

★ PEARSTON, David L., HN, USN, for heroic conduct in saving the life of a swimming companion at Oceanside Municipal Beach, Oceanside, Calif., on 6 May 1962. Hearing cries for help from a companion who was caught in the strong undercurrent, dragged beneath the water and swept seaward, Pearston swam to the side of the nearly exhausted victim and, despite the choppy seas and treacherous undertow, managed to bring him to the safety of the beach, where both men collapsed from exhaustion. Pearston's skill, courage and perseverance in the face of grave personal risk were in keeping with the highest traditions of the U. S. naval service.

★ ZEGERS, David L., AD2, USN, for heroic conduct on the night of 23 Dec 1961 while on authorized liberty from USS *Midway* (CVA 41). Proceeding to his hotel room in Oakland, Calif., when he observed a man with a rifle threatening three women from the open doorway of their room, Zegers calmly approached the man, who was obviously unbalanced, engaged him in conversation, and succeeded in coaxing him from the room into a service elevator, stepping out as the elevator door closed. Zegers then notified the management of the situation and, upon learning that the armed man had inquired at the desk for the manager and had returned to the upper floors, quickly rushed back to the room occupied by the three women, remaining there until the police arrived and apprehended the deranged man.

BOOKS

ALMOST ANYTHING GOES IN THIS MONTH'S SELECTIONS

By this time, you should know just about everything about destroyers. (See All Hands destroyer issue, September 1962, and subsequent issues.) If you still have gaps in your knowledge, this can be remedied by reference to ***Destroyers—60 Years,*** by CAPT William G. Schofield, USNR. This is a story of action with North Atlantic convoys and off South Pacific beachheads; of hunter-killer groups and antisubmarine warfare; of shore bombardment and amphibious support. As might be expected, the continuity runs from the first *Bainbridge* to the last, nuclear-powered ship of the same name. More than 100,000 official Navy photographs were screened and some 200 of the best were selected for inclusion in the book. Destroyermen will get a bang out of this one and men of other type ships might learn something new.

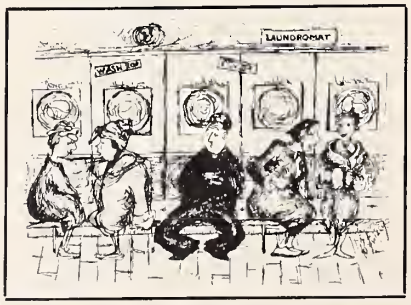
The other ship types are also well represented this month. ***Around the World Submerged,*** by CAPT Edward L. Beach, USN, tells about one of our more favorite submarines and ***The Big "E",*** by CDR Edward P. Stafford, recounts the career of a likewise favorite carrier.

By this time, almost everyone knows of the voyage of USS *Triton* around the world while submerged but not too many know that this was her shakedown cruise. Two weeks before the scheduled run, CAPT Beach was called to Washington where he was informed that, to secure approval from Congress for the *Polaris* program, the Navy would have to prove, beyond a doubt, the reliability of the FBM sub. Therefore, instead of the normal cruise in home waters, he would take *Triton* around the world submerged. CAPT Beach doesn't say so, but we are reasonably sure that, when he left the conference, he had the feeling that if his trip were to fail, it would be much better if he were to keep right on going and not come back. Obviously, the trip didn't fail, but there were plenty of cliffhangers en route. As anyone knows who has read *Run Silent, Run Deep* or *Submarine!,* CAPT Beach is an old pro at the writing business as well as a first-class submariner.

The Big "E" is, of course, the *Enterprise* (CV 6) which did such a magnificent job during World War II and a natural subject for a biography if ever there was one. Not only do we see her in action (between Pearl Harbor and Okinawa, she took part in almost every Pacific battle—20 out of a possible 22), but we see her pilots scrapping with *Zeros,* bombing enemy ships, hitting the water themselves. Stafford tells with historical accuracy of the terrible hits suffered by *Enterprise* as well as the great sea fights in which she was engaged yet makes it all readable. A most satisfactory treatment of what has been called "the greatest U. S. Navy ship of all times."

Without straining too hard, it might be possible to compare a war with an iceberg—as much goes on below the level of visibility as that which can be seen readily. Which is just an excuse for introducing two below-the-surface yarns; ***No Bugles for Spies,*** by Robert H. Alcorn, and ***Black Boomerang,*** by Sefton Delmar. *No Bugles* is the story of the Office of Strategic Services which was, as you know, a World War II phenomenon. This tells how that organization grew (from a pre-war concept that spying just wasn't gentlemanly), the sort of operations and methods it employed, the schemes of financing, and the things it was able to accomplish. Under normal circumstances, operations and financing would not be likely subjects for a thriller, but these were not normal circumstances. The emphasis is on people, not techniques, and the people were a weird collection indeed. By war's end, almost everyone had grasped the idea that, gentlemanly or not, spying was going to be with us for many years to come.

All-Navy Cartoon Contest
R. Karlinsey, SN, USN



"He feels at home here, he's a submarine sailor."

Black Boomerang might be considered a splinter of our earlier, hypothetical iceberg. It's the account of Britain's "Black Radio" operations during World War II. The Black Radio was a phoney. It broadcast messages to the troops and civilians in Germany, purporting to come from undercover stations within Germany itself, loyally German, thoroughly anti-British, but also anti-war. Through these broadcasts, which created and built the myth of the "good" anti-Nazi Wehrmacht, the broadcasters were able to confuse their opponents thoroughly. Actually, all the broadcasts came from a secret station in Britain, fed by secret Intelligence reports. It resulted in propaganda which made that of Goebbels seem crude and childish.

After reading how nations fight for men's minds, ***Rendezvous in Space,*** by Martin Caidin, is refreshingly honest and straightforward. Caidin tells the story of Glenn's flight last February, but this is almost background for his account of the history of *Project Mercury,* of the disappointments and delays at Cape Canaveral as the *Atlas* rockets were prepared to send Glenn into space. The journey itself is described. Included too, are brief accounts of Gagarin's and Titov's earlier flights, as well as Grissom's suborbital flight last year. As the man says, at present we are "ignorant savages at the edge of a stormy beach."

Had enough of worry and suffering, even though vicarious? Then turn to ***Harm's Way,*** by James Bassett. It's a blood-and-thunder sea story of World War II, with its protagonist a captain (later admiral) so real that the youngest E-1 will feel a kinship. There's a rousing sea battle (of course!) but throughout the book is a sense of dedication to the service that the E-1 and above would do well to heed. As Bassett implies, admirals have their problems, too. Otherwise, no book.

We've always maintained that facts are usually more interesting than fiction but at times we're not so sure. ***Lord Geoffrey's Fancy,*** by Alfred Duggan, certainly brings to life the period of 13th Century Greece better than any of the pedants who have previously embalmed the period. Duggan knows the Middle Ages so thoroughly and is so unassuming about his knowledge, that he makes it all sound better than most contemporary fiction—or non-fiction.



THE BIRTH OF SEA POWER

This section of ALL HANDS *has regularly been used to publish book supplements or "special supplements" gathered from sources not generally available to the average reader, on subjects of historical importance or interest, pertaining either directly or indirectly to the U. S. Navy.*

One of the purposes of these supplements has been to show the role of seapower coping with particular situations at different times in history. The following report expands on this theme, going back to the days of the world's first navies, what they did and how they operated—in other words, how they affected history.

It is planned to follow this report with others, from time to time, on the development of naval power among nations and the lessons learned from them.

Here's a brief account of history's first sea powers.

BY AND LARGE, recorded naval history begins with the battle of Salamis in 480 B.C., during which the Greeks, under the leadership of Athens, decisively defeated the invading Persians.

This is not to suggest that naval power and naval warfare did not exist before that time. We simply don't know enough about these earlier mariners to discuss details with any assurance.

We do know, however, that Egypt was able to control the eastern Mediterranean in approximately 3000 B.C., and that Egyptian vessels traveled freely in that area. We know, too, that Egyptian expeditions traveled down the east coast of Africa to Punt (in the area known as Somaliland) and returned with most exotic cargoes that included ebony, myrrh, incense, ivory, gold, cosmetics, cattle, apes, dogs, monkeys, a panther and, of course, a handful of natives.

However, sea trade was for Egypt a luxury and a convenience. For the Minoans of the island of Crete, it was a matter of life and, eventually, death. The Cretans seem to have achieved their greatest strength from about 1800 to 1500 B.C., when they exported to, and possibly maintained trading stations in Sicily, Greece, Rhodes, Cyprus and the Levant. It is believed, although no one is quite sure, that they also explored the great unknown area beyond Gibraltar—principally for tin for making bronze, as important to the great powers of that time as uranium is to us today.

We are not quite sure whether it was a great earthquake or a naval disaster about 1400 B.C., which brought an abrupt end to Crete's centuries of glory.

THEIR FOLLOWERS on the stage of naval history were the Phoenicians, a Semitic people living on a narrow strip of country between the mountains and seacoast along the eastern Mediterranean, and almost forced to earn their living by the sea. Primarily a commercial people, they explored the Mediterranean and beyond; they planted colonies for the sake of having trading posts on their routes (Carthage was one such); and they developed fighting ships for the protection of their trading monopolies.

Even in these early beginnings it is easy to see that sea-borne commerce led to the founding of colonies and the formation of an empire and that the preservation of such an empire depends on naval control of the sea. This was as true of Crete and Phoenicia as it was later true of Venice, Holland and England.

In the case of Phoenicia, a state with widespread colonies but little national solidarity or military strength, it was inevitable that the cities of the homeland should come finally under the domination of the great empires that rose on their eastern border, first, in the eighth century, B.C., under the Assyrians, and later under the Babylonians and Persians. Their grip on their colonies

was lost, and their commerce suffered some decline. But, with the Persians especially, the relationship of the Phoenicians was not so much that of a conquered people as of voluntary naval allies. They aided the Persians in a campaign against Egypt in the late sixth century B.C., and their navy helped Darius to subdue the revolt of the Greek cities in Asia Minor in 498 B.C., just before the great Graeco-Persian War.

ALTHOUGH WE ARE NOT too sure of the destinies of the nations mentioned above, scraps of information slowly accumulated by archeologists and others have given us a fair idea of what the ships and tactics of these early times were like.

Homer, in his story of the destruction of Troy, has considerable to say about the ships of the Greeks in the 12th century B.C.

It was their incomparable fleet that had led the Greeks to try an attack on Troy in the first place. Their fighting ships had no peer in the Mediterranean in that age. Homer is proud of these vessels and describes them with loving detail.

They had two types of galleys; One, 20-oared, and the other, 50-oared. The smaller size seems to have been about 40 feet long. Homer mentions that they were seven feet wide where the steersman sat in the stern-sheets, so they couldn't have been much more than nine or 10 feet amidships. They were so light that, when Odysseus was making his escape from the island of the Cyclops, he was able to get his vessel free of the shore with one good shove on the boat pole.

The 50-oared craft was simply longer, perhaps 90 feet instead of 40, and correspondingly of broader beam. Either size was ideal for sea raiding, low enough to lie hidden behind some promontory while stalking a prey, swift enough to dash out and overtake a clumsy merchantman handily, and light enough in draught to run, if chased, to the protection of the shore no matter how shallow the water.

HOMER CALLS THEM "hollow ships," that is, they were undecked almost throughout, like a dory. Since the slightest chop sent water over their low gunwales, a spray shield was generally rigged forward. There was a small deck there, too, for the lookout and for a few marines when the vessel engaged in combat, and there was a larger one aft for the helmsman and captain.

Since these ships offered no more in the way of comfort than a racing shell, the captain tried to beach his ship each night; if he had to sail through the night he himself could sleep on the afterdeck under a scrap of sailcloth, but the crew spent the long hours dozing on their benches. Gear and provisions were stowed under the decks and the rowing thwarts.

Whenever a Homeric skipper could, he sailed rather than rowed. As with the Vikings, he and his rowers were companions, and using the oars was only a part of their job; they were his fighting men as well. He neither could afford nor was in any position to use them up like the commander of a slave-driven galley of later days. His rowing chief beat only time—never the rowers.

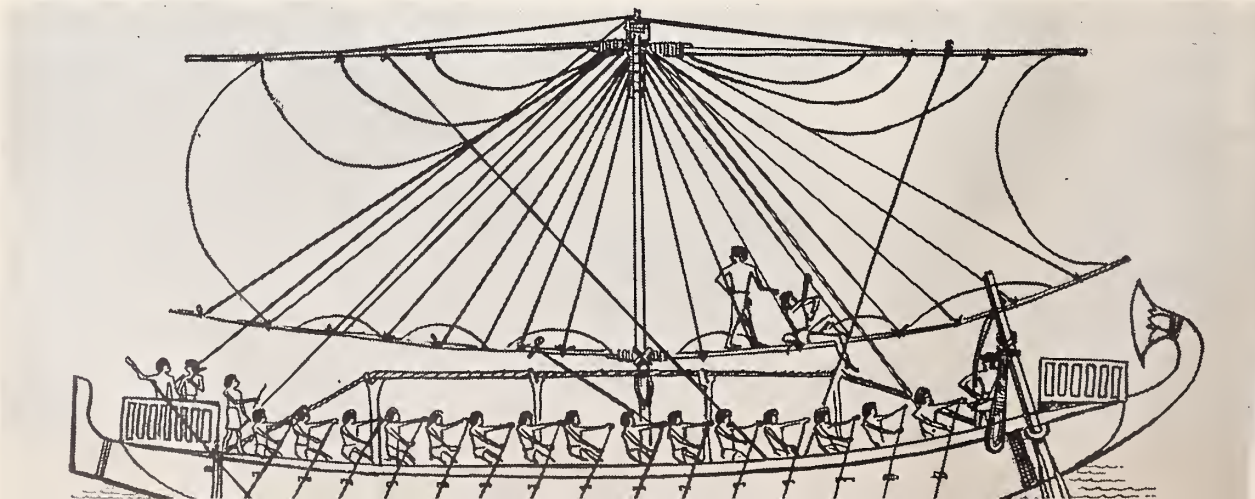
When the vessel was under oars, the mast was unstepped and lowered into a crutch aft, and the sailing gear was stowed under the bench.

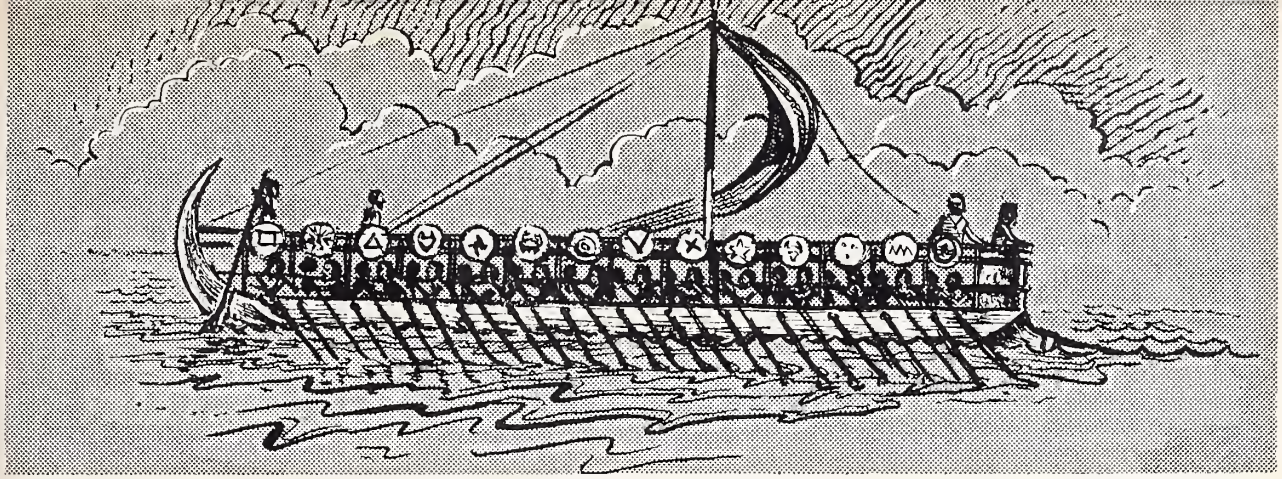
AS SOON AS a favorable wind came along, the crew made sail. First the mast was hauled up by two forestays, set in the mast-step, locked in with a wedge, and secured aft by a backstay. The one sail with its yard was hoisted and set by braces to catch the wind. The weather sheet was made fast, and the helmsman took his position with the leeward sheet in one hand and the tiller, a bar socketed into the steering oar, in the other. To shorten sail, the sailors used, instead of reef-points, brails which were lines run from the yard, looped about the foot of the sail and carried down to the deck. These rolled up the sail toward the yard just the way a venetian blind is raised. The sail was made of linen, not one piece but patches sewn together for added strength, and the lines of leather strips or of twisted papyrus fibers.

When there was no wind the crew took to the oars. They were broken out from below the benches and placed against tholes, wooden pins which were used instead of oarlocks. Each oar had a leather strap which was looped about the tholepin; in this way the oar was saved from going overboard if the rower lost his grip.

Whether under sail or oars, working these ships was strenuous, uncomfortable and dangerous. They were much less sturdy than the Viking ships, and the Greeks were correspondingly far less bold. When Nestor, for example, sailed home from Troy, his first leg was 15 miles to the island of Tenedos; his second an all-day run of 50 miles to Lesbos. Here he held a full scale conference of his captains to plot the next course. With great trepidation he elected to strike out straight across

SOME OF THE EARLIEST known records of ships come from Egypt. This type vessel made the voyage to Punt.





MAN-OF-WAR — The Persians used vessels of this type in their attack on the Greeks at the Battle of Salamis.

the open sea instead of island hopping, made it safely to the southern tip of Euboea—and, on landing, set up a great sacrifice to Zeus, "thanking him for crossing the vast stretch of sea," all of 110 miles.

Usually ships stuck to the shore, sailing from one landfall to the next. When they had to travel at night they steered by the stars, but they avoided such voyages as much as possible. They much preferred to put in at evening, running the vessel smartly up a beach, or if there was none handy, dropping a stone anchor in some shallow, protected cove. This gave an opportunity to refill the water jars as well as to provide a night's sleep for all hands. In addition to these precautions, they limited their sailing to the time of year when the weather was most dependable, putting their boats in the water at the beginning of spring, around April, and hauling them out in October or so, when the fall set in. Almost all maritime activity, whether peaceful or warlike, was squeezed into the period between these months, and this remained more or less the case throughout ancient times.

VERY EARLY in Mediterranean seafaring, two vastly different types of ships had been developed. One was the clumsy, broad-beamed, heavily timbered "round ship," or cargo vessel, dependent chiefly on sail propulsion. The other was the trim, narrow, sharp-lined "long ship," built for speed and war. The latter had a length as much as eight times her beam, and was propelled primarily by oars. Sails, rigged on one or two masts, were used in cruising or flight before the wind, but not in battle, so that to "hoist sail" became a Greek idiom for running away.

Some time after Homer the Phoenicians, and almost certainly the Greeks, built their ships with two banks of rowers, one above the other, thus doubling the motive power. The name *bireme*, supposedly, was applied to these craft with double banks of oars. At the time of Salamis the typical man-of-war was the so-called *trireme*, but whether the name refers to three superimposed banks of oars, remains a disputed question even today.

The ordinary trireme was about 150 feet in length, 18 feet in beam, and from four to six feet in draft. The ship's company numbered about 200, of whom 170 were rowers. With these oarsmen, a trireme could maintain a cruising speed from seven to nine knots and increase it in emergencies to 12 to 15.

As in the earlier days, the ship was still drawn ashore by the stern and the crew cooked and slept on land when possible. Voyages still skirted the coast, and early history frequently mentions terrible disasters in which whole fleets were destroyed by storms.

MOST FIGHTING SHIPS had a ram at the bow. Some carried it at the waterline, but others mounted it well below. As the ships were light, with planking not more than two and one-half inches thick, only a moderate blow with the ram would be enough to penetrate the hull. However, it seems it was not common practice to attempt a headlong attack with the ram, for when once committed to the attack, a slight error of judgment or a minor change of course of the opponent might make all the difference between giving and receiving a fatal injury.

In practice, the two opponents would maneuver for position with caution while the archers, slingers and javelin men used their weapons. Later, as the ships came together, the spearmen and swordsmen would go to work.

Another weapon used as the situation permitted was the *dolphin*, a heavy weight slung at the yardarm and dropped upon the enemy to bilge him. A weight of 100 or 200 pounds dropped 30 feet would very likely go right through the bottom of the ship.

The ram could be used for two maneuvers—passage through the hostile line, or a turn around its flank. In the first (a plunge through center, so to speak), the objective was to injure the oars of the opponent or gain some advantage in the exchange of missiles and, having established some superiority in this way, the captain would make a quick turn about, then ram the enemy before he could swing into position.

The second maneuver was an envelopment, or turn around the opponent's flank, so as to attack him in the rear, or at least before he could turn himself to meet the attack bows on. It required either superior numbers or a great superiority in maneuvering to place ships on both sides of the hostile line, or on a part of it.

FROM WHAT WE CAN GATHER from these descriptions, it would appear that the ram could be as dangerous to its user as to its intended victim and, unless the attacker was definitely superior in his seamanship, he would do well to depend upon hand-to-hand fighting.

To protect the oars, the catheads were built very long



PATH TO DISASTER — The dotted line on this map shows route Xerxes took to the Battle of Salamis.

and heavy, and were heavily strutted from astern. Unless the enemy came close in passing, the oars, if depressed or trailed, would be within the line of the cathead, and if the enemy came close, the catheads themselves would sweep his sides and break his oars.

In general, fleets tried to approach each other for a hand-to-hand struggle and, at the same time, protect their oars. This protection was provided by a line formation in which each ship had a friend on each side and threatened the enemy with its own ram.

Thus, when the fleets drew together and began action, they were almost immobilized, and the battle fought out where the fleets first came in contact. The fighting men were armed after the fashion of soldiers of their own country, and the crews of opposing ships would try to find the position best suited to the style of hand-to-hand fighting evolved by their own men.

SUCH WAS THE STATE of ships and tactics when Persia decided the time was ripe for the final conquest of mainland Greece. This was not the first such attack, but Xerxes, king of Persia, the mightiest empire of that time, was determined that it would be the last.

When he gathered his forces for the final attack on the Greek city states in 480 B.C., it was the culmination of a struggle which had lasted for many years. Constrolling most of Asia Minor as it did, Persia was of course immensely powerful. As viewed by contemporaries and by both sides of those involved, it must have appeared that Greece was to be merely another series of minor cities to be absorbed by a superior power.

The first Persian expedition against the Peninsular Greeks in 492 B.C., was to have been a simple punitive expedition designed to subdue revolting tribesmen in Thrace and Macedonia. However, the supporting fleet which accompanied and supplied the army as it marched along the shores of the upper Aegean was severely damaged in a storm off Mt. Athos. With the protecting fleet out of action, the troops could not be supplied by the cargo vessels. Thus, the expeditionary force was compelled to retire—with considerable loss of face.

In 490 B.C., the Persians undertook an amphibious expedition directly across the Aegean, intending (so far as we know today) merely to establish a beachhead on the peninsula to build up their strength for a later attack.

In any event, after destroying a few minor cities along the coast, the force of 15,000 soldiers and 1500 horses were met by some 10,000 Athenians who drove them back into the sea at Marathon.

Now, Xerxes was determined that this should be the final effort. Estimates of his forces vary tremendously (from 180,000 to an incredible 1,700,000 infantry; from 770 to 1300 fighting ships, plus transports) but no matter what the numbers, they surpassed by far those of the Greeks.

As before, the army was to march by land, with cargo vessels supplying it from Asiatic bases.

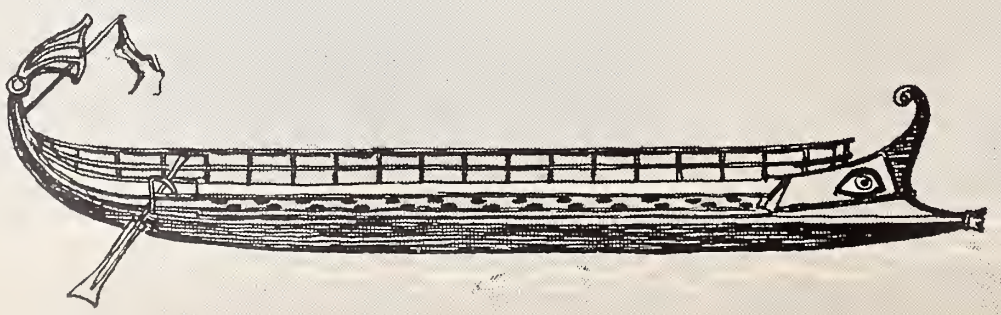
IN THE FACE of this peril the salvation of the Greeks was centered in the great Athenian leader Themistocles. It was he who first saw clearly that the secret of victory over the Persian hordes lay in naval superiority which could cut their lines of communication by sea.

Fearful as they were of the superior numbers of the approaching enemy fleet, and especially the traditional prowess of the Phoenicians in sea warfare, the Greek naval forces lying under the lee of Euboea were encouraged by the news of the loss of 200 Persian triremes, driven ashore during a severe northeast gale.

During the next three days, following the storm, the two fleets were drawn up only a short distance apart. Each day there was sharp but indecisive fighting, and a large squadron of Persian vessels which had been sent to block the southern exit of the channel inside Euboea was swept to disaster in a second storm.

At this time came tragic news from ashore, carried to the Greek fleet by a 30-oared messenger boat, of the attack at Thermopylae on Leonidas and the annihilation of his men. The attack opened the road to Athens.

GREEK SAILORS in ships like these fought to save ancient Greece from being conquered by the Persians.



Its first mission ended, the Greek fleet now retreated southward, taking its second stand at the strait within Salamis Island, just west of the port of Athens. The Persian fleet soon followed, keeping up with the advance on land, and assembled in the bay of Phalerum some eight miles east of Salamis.

On the approach of Xerxes' army, Athens was abandoned by the greater part of its citizens, and many of the refugees were taken to Salamis, where from the island heights they could still see the smoking citadel of their plundered city.

THE PERSIAN FLEET had been reduced by the disasters around Euboea to approximately 350 ships, or half of its original strength, but the Greeks had also suffered losses and now their ships numbered only about 300. The Persians had been occupied during the night watching the eastern exit, and at dawn both were forming their battle lines.

All the advantages of the defensive were with the Greeks, for they were fighting desperately for their homes and lives, in a steady formation awaiting attack, and in a narrow channel where the full strength of the enemy could not be used. Furthermore, a brisk morning wind from the west, which the Greeks had counted on, raised a choppy sea in the channel and hindered the enemy's approach. The Persian formation was also broken by a turn, and by the island of Psyttaleia, so that they entered the strait in two confused streams.

Since the strait in its narrower parts was little over a mile wide, there could hardly have been a hundred ships in either front line.

Advantage of position, rather than any marked superiority in seamanship or tactics, seems to have won the day, though in hand-to-hand fighting the heavier armor of the Greek hoplites was an important factor. The Greeks backed water at first to draw the enemy into the straits, and then drove their rams again and again into the confused Persian line. Amid wreckage and bodies of men swimming or drowning, the Persian ships fell backwards, crashing into those astern. Two ships were driven ashore near King Xerxes, who in wrath ordered the beheading of their officers and crew. On the island of Psyttaleia the Persian garrison was set upon by spearmen under Aristides, the rival of Themistocles in Athens, and slain to the last man.

About half the Persian fleet was sunk in the battle, and an indeterminate number captured. Their naval commander, Ariabignes, brother of the king, was slain. The Greeks lost 40 ships, and as many more were disabled.

Both fleets retired for the night, the Greeks waiting for a renewal of the action on the following day. But the decisive effect of Salamis was soon evident. On the third day scouts reported that the Persian fleet was in full retreat toward the Hellespont, and that, faced with starvation upon the rupture of their line of food supply from Asia, Xerxes and the bulk of his army were retreating by land. Under stress of famine, disease and guerilla warfare, it was only a broken and demoralized remnant of the great army that reached the Hellespont.

THE GREEK FLEET also cruised through the Aegean during the next summer after Salamis, and at Mycale on the Asia Minor coast destroyed the remainder of the Persian fleet, which had been deserted by the Phoenicians and was drawn up on the beach with a stockade built around it. Here the last of Xerxes's armada went up in flames.

Athens, the leading naval power among the Greeks who fought at Salamis, was now supreme on the sea. In the Delian League formed a few years later, she assumed leadership over the island cities of the Aegean and many communities on the Asiatic shore, and soon made the confederacy merely an instrument for the extension of Athenian rule. Piraeus, the seaport of Athens, was fortified; the famous long walls were built to defend its connection with Athens, and it became a great naval base and center of trade. Hundreds of triremes were kept there, ready on short notice to put to sea with highly trained crews.

Beset by her land rival Sparta in the Peloponnesian Wars, Athens was long able to hold her own by supremacy of the sea.

It was only after the disastrous naval expedition to Sicily, 415-413 B.C., and the decisive naval defeat of Aegospontami in 405, cutting off her trade and grain supply from the Black Sea, that Athenian sea power fell into decay.

Philip of Macedonia later conquered Athens and southern Greece by land. Alexander, in his Asiatic campaigns, though menaced somewhat by the superior sea forces under Persian control, was able, in 332 B.C., to strike effectively at the chief seat of Persian naval strength when the Phoenician cities of Byblus, Sidon and Aradus surrendered and gave him the use of their ships in the famous siege and capture of Tyre. Other early naval actions will be discussed in future issues.

MAN OF THE HOUR — Greek warriors at the Battle of Salamis may have looked very much like this.



TAFFRAIL TALK

WITH THIS ISSUE, CDR Francis C. Huntley, USNR, winds up 10 years of dedicated, resourceful and imaginative editorial leadership of ALL HANDS. He has departed BuPers for new duties with the Naval History Division of the Office of the Chief of Naval Operations.

Ten years is a long time. It constitutes a large slice of the normal career. If, then, a man devotes 10 of his career years to a job, he couldn't help but hope to wind up with the satisfaction of knowing that his performance in that job has materially advanced the cause of the organization he represents. Under these criteria, CDR Huntley could well afford to be a most satisfied Navyman.

He has left an indelible personal imprint on the magazine which will long endure. And while it is true that few Navymen are afforded as long a period of time to evolve and nourish such an imprint (his years as editor were under the regimes of VADM James L. Holloway, VADM H. P. Smith, and the present Chief of Naval Personnel, VADM William R. Smedberg III), it is equally true that even fewer possess the varied background and range of talent CDR Huntley brought to this job.

One-time National Guardsman (sergeant type); World War II LST skipper, and, later, XO of the oiler USS *Manatee* (AO 58) for a couple of years during the Korean unpleasantness; writer; historian; former college professor; devoted guardian of the Queen's English; scrimshawer; photographer; ham radioman; chessmaster; one-time boxer; sports car and motorcycle enthusiast; marksman; Northeast United States Region thumbtack spinning champion, as well as acey-deucy fan—the list, as you can see, is well-nigh endless. We have barely scratched the surface here.

It is enough, however, to indicate that the commander knows a lot about a lot of things, and that he knows the Navy, both afloat and ashore. He has drawn on that knowledge extensively to help make ALL HANDS a better magazine for all hands.

CDR Huntley's tenure as editor of this publication has brought him recognition and commendation from many high sources, both in and out of the Navy. We wouldn't attempt to improve on that, but will content ourselves with observing that there isn't a member of the staff who wouldn't be happy to serve with him in any ship in the Navy.

To a long-time blue water sailor, we hope that will be praise enough.

★ ★ ★

Football has arrived at the South Pole! A delayed report from the southernmost point on the globe states that a rugged chilly battle was held at the "bottom of the world" on Thanksgiving Day. The Seabees of U.S. Naval Mobile Construction Battalion Eight defeated scientists of the United States Antarctic Research Program, 6-0.

A temperature of minus 33 degrees F., a bitter wind, and the rarefied atmosphere of the 10,000-foot polar plateau, made playing conditions somewhat less than ideal in comparison with traditional Turkey Day classics. Cheer up, the weather up in these parts lately is by no means tropical. In fact it's been colder in Florida than in parts of Alaska.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

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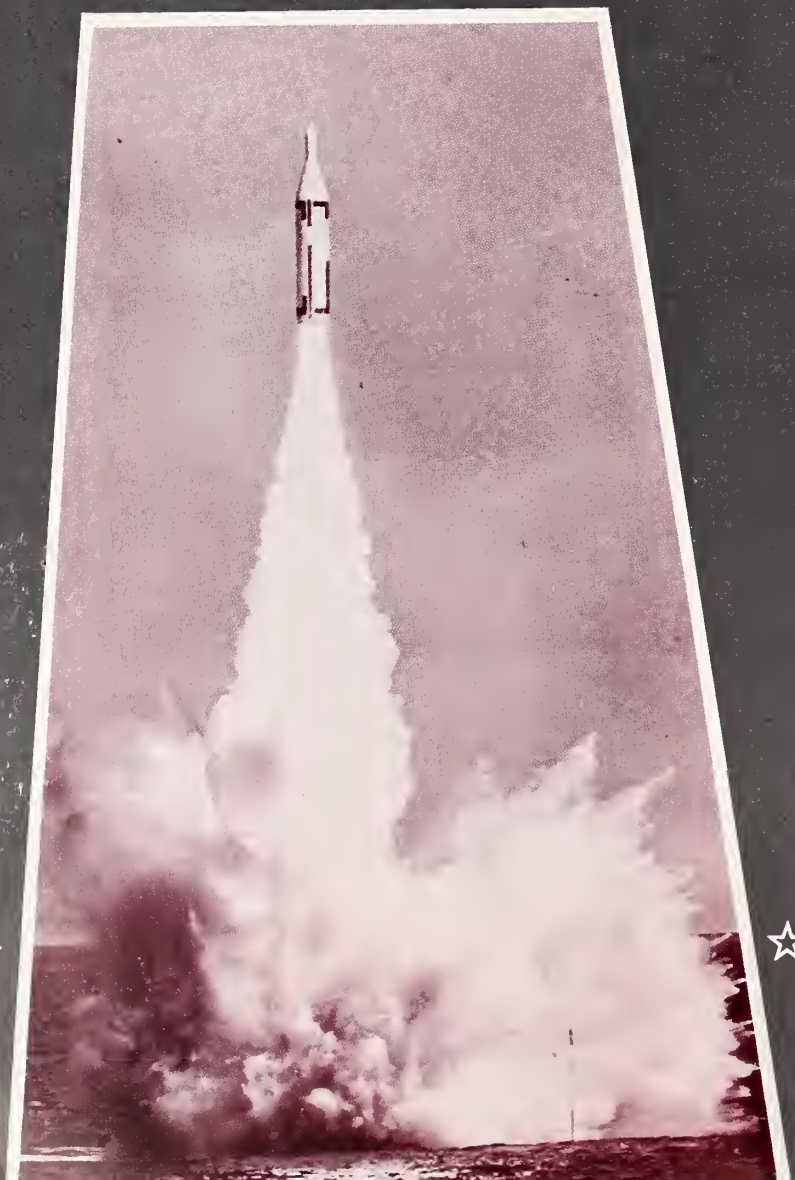
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• AT RIGHT: HOME PORT — On arrival at Mayport, Fla., J. J. Doyer, AK1, USN, stationed on board the carrier USS Saratoga (CVA 60), receives a warm greeting from his daughters.

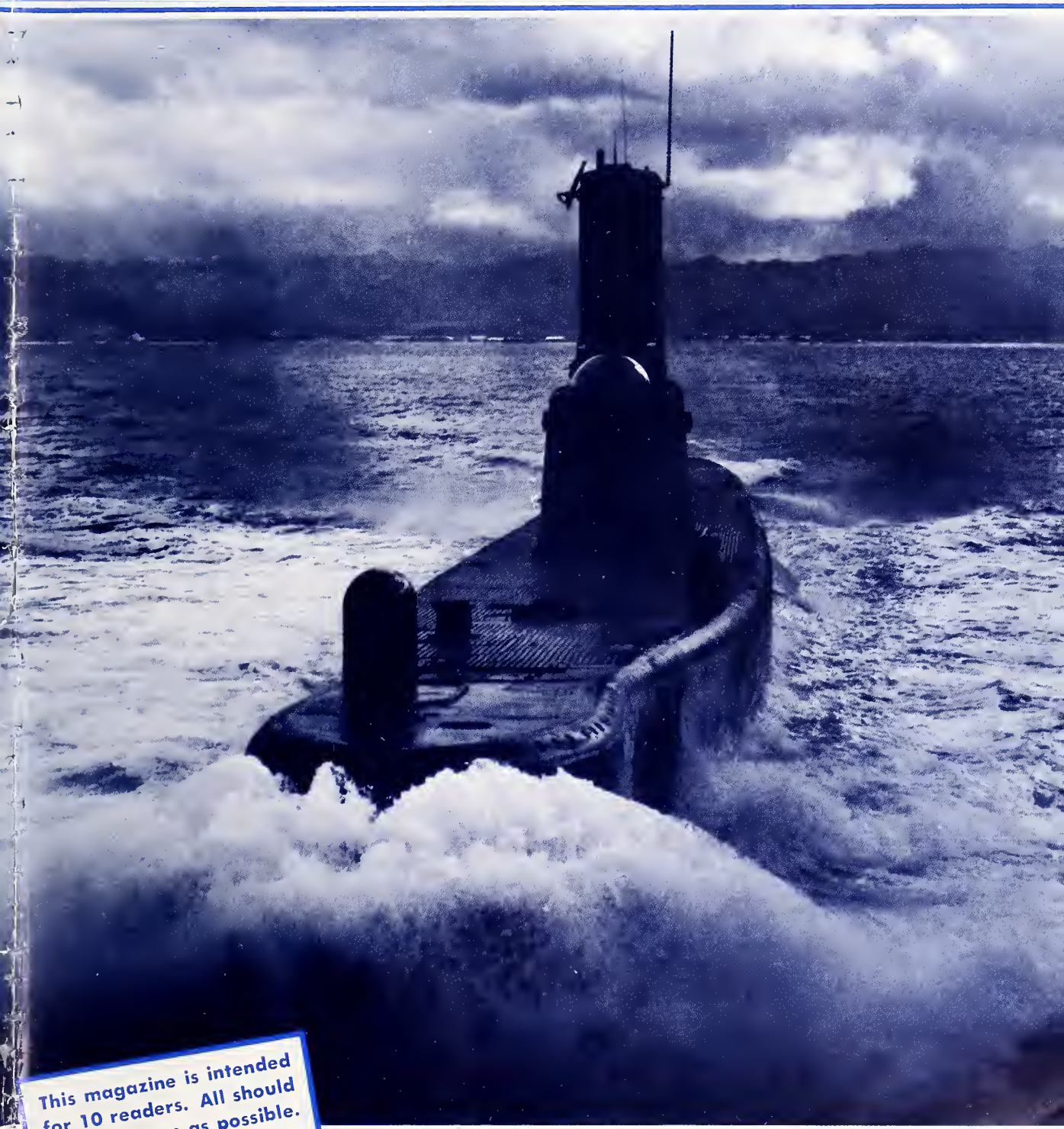
POWER helps preserve the PEACE



POLARIS

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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FEBRUARY 1963


148



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1963 Nav-Pers-O NUMBER 553

VICE ADMIRAL W. R. SMEDBERG III, USN
The Chief of Naval Personnel

REAR ADMIRAL A. S. HEYWARD, Jr., USN
The Deputy Chief of Naval Personnel

CAPTAIN J. L. COUNIHAN, USN
Assistant Chief for Morale Services

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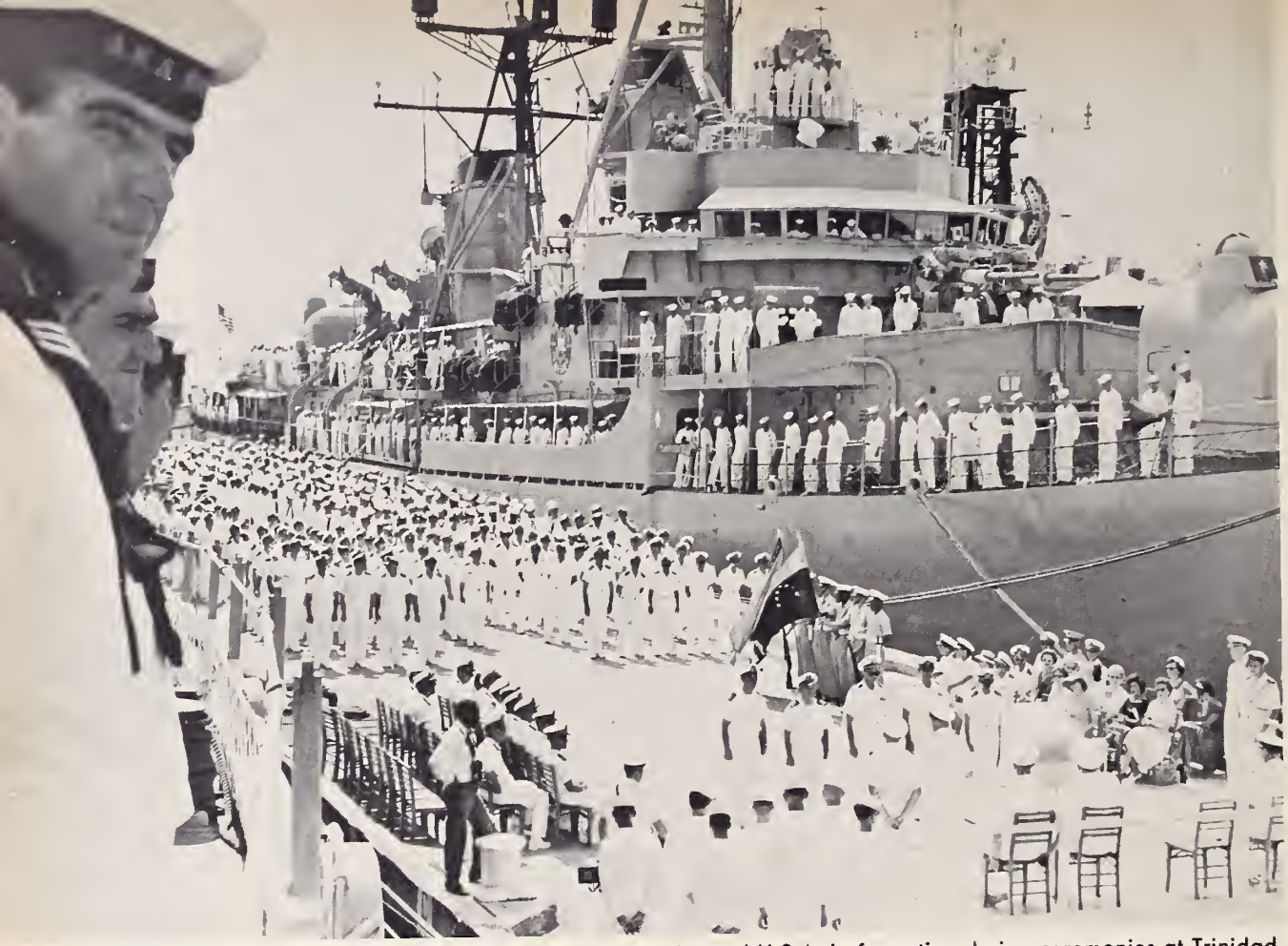
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• **FRONT COVER: A LONG LOG**—Salty veteran of World War II, *USS Bluegill* (SS 242), kicks up her heels off the coast of Hawaii. Modernized since her war patrol days, during which time she sank ten enemy vessels, she still plays an important role in Pacific Fleet operations. For news of other subs, see the centerspread feature in this issue. — Photo by L. Wall, PH 1.

• **AT LEFT: FORT SIDE**—Heavy cruiser *USS Newport News* (CA 148) passes historic fortress at entrance of San Juan harbor as she takes a breather from Second Fleet duties.

• **CREDIT:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



SOUTHERN FRIENDS — Navymen of Argentina, Venezuela, and U.S.A. in formation during ceremonies at Trinidad.

Sailing with South America's

SOMEWHERE OFF THE COAST of South America, the sonar gear of a United States destroyer detected the presence of a submarine. A Uruguayan captain was immediately notified and he in turn detailed a Brazilian as well as an Argentine destroyer to form a search and attack unit to seek out the intruder hiding deep below the surface of the ocean.

Working smoothly together the two destroyers located the submarine and forced it to the surface.

It was USS *Picuda* (SS 382), the gadfly of Operation *Unitas III*, a series of combined antisubmarine exercises involving the navies of the United States and the maritime nations of South America.

Designed to stimulate the development of common ASW doctrine and techniques, as well as a unified system of communications, *Unitas* exercises have welded the navies of South America into an able and skilled ASW force capable of almost immediate action in case of a submarine threat to the sea lanes of the continent.

The product of combined planning, *Unitas* provides an opportunity for the navies of South America to work with each other, as well as with U. S. ships in the development of increasingly advanced ASW tactics.

THOUGH ONLY THREE YEARS old, *Unitas* has established itself as the high point of the South American navies' annual training schedules, and their ships train throughout the year to reach peak effectiveness during the operation.

The outgrowth of limited bi-lateral ASW exercises along the east and west coasts of South America during the spring of 1959, *Unitas* has developed into an annual continent-wide exercise involving as many as four countries at once.

Under the command of Rear Admiral John A. Tyree, Jr., USN, Commander of the South Atlantic Force of the U. S. Atlantic Fleet, the 1962 edition of *Unitas* included Brazil, Uruguay, Argentina, Chile and Peru. Ecuador, Colombia and Venezuela were also scheduled to participate, but the Cuban crisis forced cancellation of the last phases of the operation.

The U. S. Navy was represented by the destroyers USS *Mullinnix* (DD 944), and USS *Lester* (DE 1022), *Picuda*, and two P2V-7 *Neptune* aircraft, as well as an R4Y support plane. *Mullinnix*, *a Forrest Sherman* class destroyer, served as Admiral Tyree's flagship.

THE OPERATION began in Trinidad, W.I., on 23 Aug, when the ships left COMSOLANT headquarters for Recife, Brazil. There they were joined by four *Fletcher* class Brazilian destroyers, the flagship CT *Paraiba* (D 28) (ex-USS *Bennett*), CT *Para* (D 27) (ex-USS *Guest*), CT

Parana (D 29) (ex-USS *Cushing*), and CT *Pernambuco* (ex-USS *Hailey*). The Brazilian submarine SE *Humaita* (S 14) (ex-USS *Muskallunge*), and SE *Riachuelo* (S 15) (ex-USS *Paddle*), also joined the force, together with the Uruguayan destroyer escort *Uruguay* (DE 1) (ex-USS *Baron*).

The task force began operations as soon as it had cleared the Recife breakwater, continuing to exercise all the way to Rio de Janeiro. There the *Unitas* forces—known as Task Force 86—were joined by another Uruguayan destroyer escort, the ROU *Artigas* (DE 2) (ex-USS *Bronstein*).

Argentine units also joined up in Rio de Janeiro. They included three *Fletcher* class destroyers newly received from the United States and the submarine ARA *Santa Fe* (S 11) (ex-USS *Lamprey*).

The three destroyers were the flagship ARA *Brown* (D 20) (ex-USS *Heerman*), ARA *Espora* (D 21) (ex-USS *Dortch*) and ARA *Rosales* (D 22) (ex-USS *Stembel*). The British-built oiler ARA *Punta Medanos* (B 11) joined the task force at sea between Rio de Janeiro and Montevideo.

THE THREE-NATION SUB GROUP slipped out of Rio ahead of the main body of the task force, lurking outside beautiful Guanabara Bay

Navies

while the surface units simulated an opposed sortie.

The most significant aspect of the exercises, COMSOLANT said, was "the ability of the navies of four countries, speaking three different languages, to work together closely and effectively." He noted that the continent-wide *Unitas* exercises have a whole series of bi-national and regional joint exercises.

Between Rio de Janeiro and Montevideo the task force was battered by the heavy winds and high seas of a strong South Atlantic gale. The Argentine aircraft carrier ARA *Independencia* (ex-HMS *Warrior*) took several waves over her flight deck while steaming with the task force. Though not a part of TF 86, *Independencia* provided S2F *Tracker* aircraft for the operation.

It was during this storm that *Unitas* suffered its only personnel casualty. A high wave injured *Picuda*'s officer of the deck when it threw him against a steel angle beam.

As soon as the seas had abated somewhat, the stricken officer was transferred to *Mullinnix* for medical assistance. At the same time, *Independencia* volunteered its aircraft to evacuate him to the beach, and Brazil granted immediate clearance to any Argentine aircraft which might be involved in the evacuation.

When it was found he required hospital care, an Argentine helicopter plucked him from the *Mullinnix* fantail despite high seas and rolling decks. Seasoned naval aviators described the Argentine pilot's flying as excellent, and praised his skill in hovering only a few feet from the pitching destroyer.

DRAMATIC EVIDENCE of the solidarity of the navies of the Americas came less than two months later when President Kennedy decreed a quarantine of Cuba against the intro-



CHILEAN GREYHOUND, *Almirante Riveros*, took part in Unitas III exercise.

COMMANDER of Operation Unitas III, RADM John A. Tyree, USN, greets Peruvian Navy captain visiting USS *Mullinnix* (DD 944) during maneuvers.

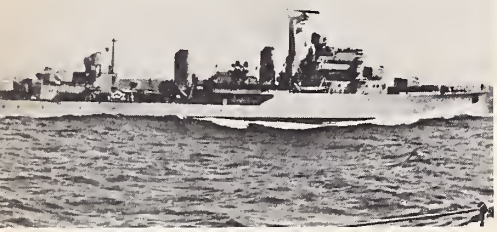




INTERNATIONAL highline goes into operation during transfer at sea. *Below*: Chilean DD *Almirante Williams* joined in the hunt for enemy subs.



FROM DOWN ARGENTINA way crewmen of *ARA Rosales* (DD 22) joined team.



UNDERSEA SUPPORT for ASW team was aided by *SS Simpson* and her crew members from the Chilean Navy.



duction of offensive weapons into the island. The response from South America was almost immediate as several nations offered ships to assist. Many of these ships had participated in *Unitas*.

The first phase of *Unitas III* ended at Argentina's naval base of Puerto Belgrano, and the U. S. ships steamed on alone to rendezvous with the Chilean Navy at Punta Arenas, the world's southernmost city, in the middle of the Strait of Magellan.

At the same time, the U. S. *Unitas III* air detachment headed across the Andes to Santiago for a period of maintenance and ground school with the Chilean Air Force. In Uruguay and Argentina the aircraft had operated with local naval air groups flying ASW missions in conjunction with the surface units.

From Punta Arenas the combined U. S.-Chilean task force headed north through the inland passage and along the Pacific coast toward Talcahuano and Valparaiso.

THE CHILEAN UNITS which joined the force in Punta Arenas included the recently acquired British-built destroyers *Williams* and *Riveros*, and the French-built oiler *Almirante Montt*.

Riveros had arrived in Chile from England only a month before the start of *Unitas*, and her presence in the task force pointed up the Chilean navy's deep interest in the operation.

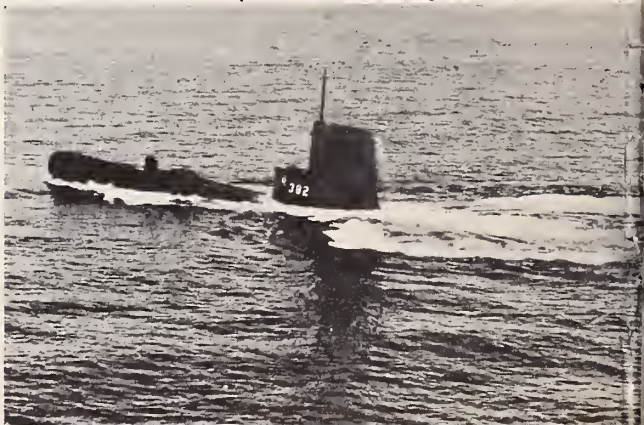
While the task force neared Valparaiso, two more destroyers and two submarines were readied for participation. The destroyers had reached Valparaiso from Norfolk at the same time as the U. S. *Unitas* ships had arrived in Punta Arenas from Argentina.

Loaned to Chile by the U. S. Navy, the *Fletcher* class *Lord Cochrane* (ex-USS *Wadleigh*) and *Blanco Encalada* (ex-USS *Rooks*) had raced south to Valparaiso in an effort to take part in at least a portion of *Unitas*.

The submarines ss *Simpson* and ss *Thomson* (ex-USS *Springer*) also put the finishing touches to their training, together with the attack transport *Presidente Pinto* (ex-USS *Zenobia*), and joined the operation.

FROM USA — *USS Mullinnix* and *USS Picuda* (SS 382) were on hand for ASW operation with neighboring navies.





IN LATE OCTOBER, Task Force 86 sailed from Valparaiso. At the same time units of the Peruvian fleet left El Callao for quiet Mejillones Bay, just north of Antofagasta, on the edge of Chile's immense northern desert.

En route to Mejillones, *Presidente Pinto* served as a simulated convoy while *Picuda*, *Simpson* and *Thomson* skillfully tried to penetrate the destroyer screen around her. Chilean Air Force aviators joined the exercises, cooperating with the surface units in their relentless hunt for the attacking submarines.

At Mejillones three Peruvian destroyers joined the task force. They were the BAP *Villar* (DD 71) (ex-USS *Benham*, DD 796), BAP *Guise* (DD 72) (ex-USS *Isherwood*, DD 520) and BAP *Castilla* (DE 61) (ex-USS *Bangust*, DE 739). The submarines, BAP *Dos De Mayo* (SS 41), BAP *Abtao* (SS 42), BAP *Angamos* (SS 43) and BAP *Iquique* (SS 44), which joined en route, are modified versions of the *Mackerel* class.

The submarines attempted to bottle up the task force in Mejillones Bay, but the surface units succeeded in evading the subs' surveillance, heading for the calm waters of the open Pacific.

THAT PHASE of the operation had just begun when the Cuban crisis occurred. Admiral Tyree found it necessary to detach *Mullinnix* for a fast run to El Callao.

Leaving Captain R. Maza, Peruvian Task Force Commander, in charge of the remaining ships, Admiral Tyree headed for El Callao, and within a few hours the COMSOLANT staff was en route to its shore-based headquarters in Trinidad in planes of the *Unitas* air detachment.

Though curtailed by the Cuban situation, *Unitas III* yielded rich dividends, both as a training exercise in antisubmarine warfare and as a goodwill cruise.

Like its predecessors, it enabled the participating crews, both officers and men, to develop an appreciation of each other's professional competence.

"We have worked together, and observed each other closely," Admiral Tyree commented after a series of exercises, "and we've developed a deep respect for each other's professional abilities."

Unitas III thus served the threefold purpose of strengthening the ASW capabilities of the Eastern Hemisphere navies, furthering inter-American good-will, and, perhaps most importantly, developing a strong feeling of mutual respect among the hemisphere navies.

—Claude E. Erbsen, Ensign, USN.



BRAZILIAN DESTROYER *CT Para* (D 27) rigs for highline transfer to flagship. *Below:* Chilean Navy's *Almirante Montt* kept TF ships fueled.

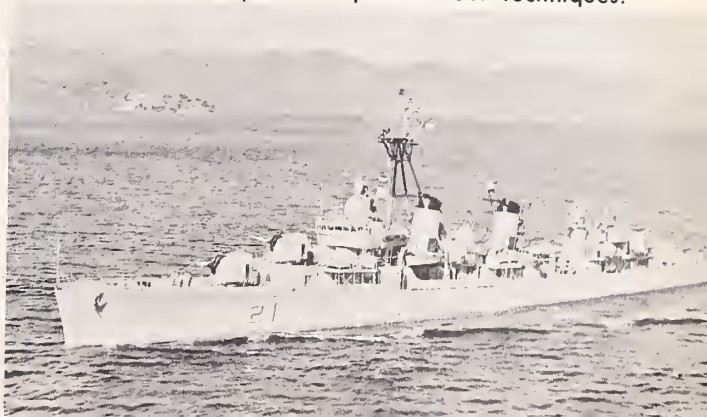


ATTACK transport, *Presidente Pinto*, (below) was among the ships from the Chilean navy to train in Unitas III.



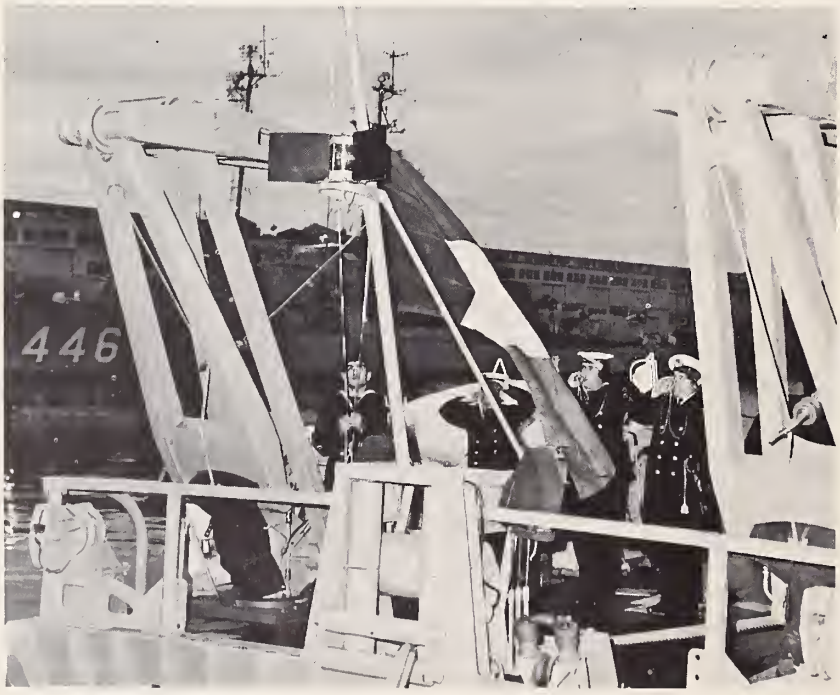
COMMON CAUSE — Crews of Chile's SS *Thompson* and Argentina's *ARA Espora* sharpened ASW techniques.







HELICOPTER hovers over the destroyer leader *San Giorgio* (D 562). *Below:* Italian national ensign is raised on board *Mandorlo* (M 5519).





GUIDED MISSILE cruiser underway.

A Tou

SEVERAL WEEKS AGO Italy's first guided missile cruiser, *Giuseppe Garibaldi*, steamed into New York harbor for a short visit.

Earlier, the ship visited Norfolk, Va., where, taking advantage of the facilities made available by the U. S. Navy, she performed a complete cycle of tests designed to check out the full efficiency and capability of her missile system. After successful completion of the tests, *Garibaldi* spent some time in Philadelphia, Pa.,

ITALIAN and U. S. sailors meet.







ITALY'S *Giuseppe Garibaldi* (C 551), *left*, and destroyer leader *San Marco* (D 563) cruise in calm seas.

vith the Italian Fleet

before traveling on to New York.

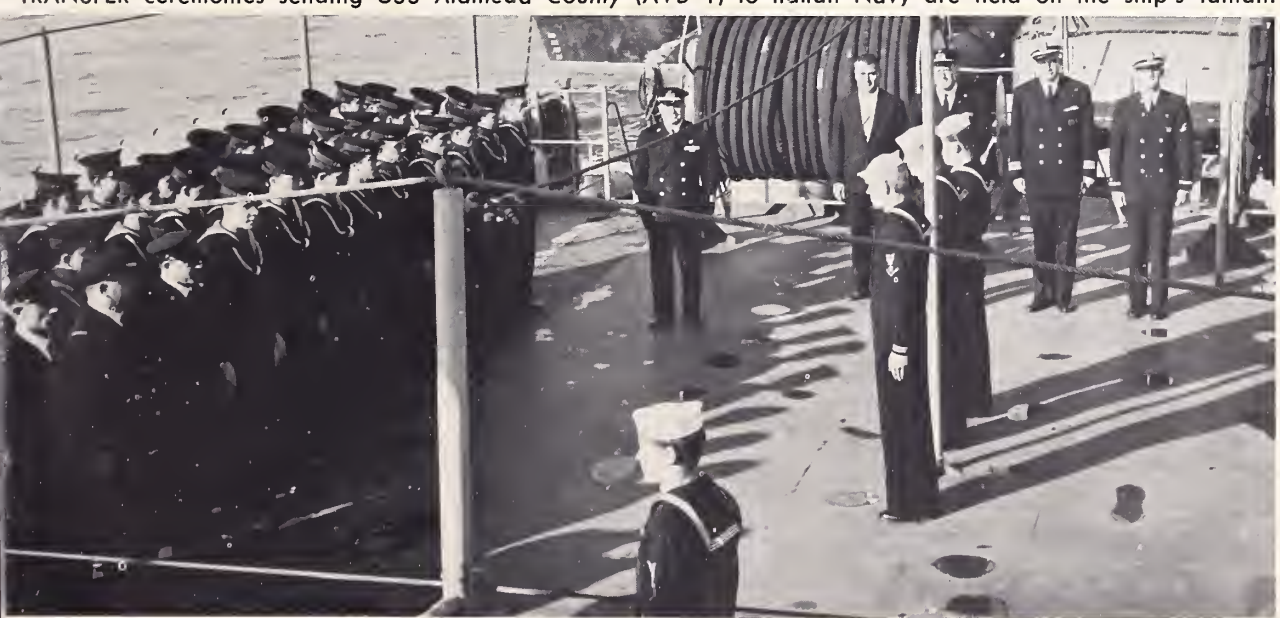
Equipped with United States-supplied *Terrier* guided missiles, this modern man-of-war is a shining example of the progress being made by a comparatively young navy.

The Italian Navy, which is now an integral part of the Western defense system, is just a little more than a century old. In 1861, the year in which Italy was unified, the nucleus of the new navy was formed. To the 38 units of the fleet of the King of Sardinia were added the vessels of the former Bourbon King of the Two Sicilies, nine former Tuscan ships and two from the Papal States. That made a total of 95 vessels, of which 71 were steam-propelled and 24 were sailing vessels.

Thanks to a forward-looking naval policy, along with the skill of its engineers, the Italian Navy in the following years ranked ever higher among the fleets of the world. In 1876, Italy built the battleship *Duilio* and in 1878 her sister ship, *Dandolo*. They were considered among the mightiest men-of-war at that time. By 1914, before World War I, Italy's Navy had a peacetime strength of 1987 officers and 38,000 men in other ranks.

At the start of World War II Italy had six battleships, 22 cruisers, 61 destroyers, 71 torpedo boats and 105 submarines. After World War II her Navy was limited to the terms of the Peace Treaty until Italy became a

TRANSFER ceremonies sending *USS Alameda County* (AVB 1) to Italian Navy are held on the ship's fantail.







MINESWEEPERS maneuver in formation. *Rt: San Giorgio* (D 562) passes Aragonese Castle at Taranto, Italy.

member of the North Atlantic Treaty Organization (NATO) in 1949.

Since then the Italian Navy—41,000 men strong—has made every effort to achieve and maintain the highest technical level in order to fulfill its role in the Atlantic Alliance.

ITALY'S MEMBERSHIP in NATO is one of the pillars of her foreign policy, and as each year goes by she adds evidence of the key role she is ready to play in the NATO defense system for protection of the West.

The Atlantic Pact enabled the Italian Navy, like the other military services of Italy, to take a great stride forward in rebuilding its strength. The chief task of the fleet is to cooperate with other NATO naval forces in order to maintain freedom of navigation in the Mediterranean, and to protect the merchant traffic which is of vital importance for the defense of Italian territory and of the bases which might prove necessary to the Allied fleets.

History has often demonstrated Italy's special strategic importance in Europe, for which reason the active contribution of Italy is of the greatest interest to NATO. In the Mediterranean, the "sea where three continents meet," Italy can, because of her peninsular location, help control and influence the sea lanes between the eastern and western basins to a very large extent.

Italy is really a frontier country with Eastern Europe. It occupies a large part of the entire western European front which stretches roughly 5000 miles from the North Cape to Cape Passero.

Because of her geographical position she has been called upon to cooperate chiefly in the defense of the NATO southern sector, and a large proportion of the Italian Navy is committed to the NATO Command for Southern Europe in the event of hostilities.

While NATO thus derives great advantages from Italy's location and from the contribution of her armed forces, obviously Italy herself gains equally valuable advantages. Her naval program, which has required large appropriations of Italian funds for its realization as well as direct and indirect aid from the United States, has been considered well worth every penny from Italy's point of view.

GETTING BACK to the guided missile cruiser *Giuseppe Garibaldi*, she is now the largest warship in the Italian Navy, and the first European ship in commission equipped with a guided missile system. Her complement is more than 700 officers and men.

The *Terrier* missile, as installed on

The Italian Navy Has 320 Ships

Ships in the Italian Fleet today range in size and displacement from the guided missile cruiser *Giuseppe Garibaldi*, the largest, down to the 37-foot motor transports. *Garibaldi* has an over-all length of about 614 feet, and displaces 9802 tons (standard) and 11,600 tons (full load). The motor transports have a standard displacement of eight tons.

The total number in the Italian Navy, including those under construction, is approximately 320 ships. Types of ships and the number within each type are as follows:

• There are three guided missile escort cruisers, one guided missile light cruiser and one light cruiser.

• A total of eight destroyers includes: Two destroyer leaders; two guided missile destroyers; and four destroyers similar to U. S. DDs. Also, there are two dispatch vessels, ex-fast antisubmarine escorts (converted destroyers).

• The submarine force has eight subs.

• There are 15 frigates and 33 corvettes.

• The mine force has 94 ships, consisting of 54 coastal minesweepers; 20 inshore minesweepers; 16 trawler minesweepers; and four ocean minesweepers.

• Included in the motorboat types are: 59 motor transports; 17 motor torpedo boats; six motor gunboats; eight support gunboats; and two motor patrol boats.

• Other types include: Two patrol vessels; two surveying vessels; two tenders; two netlayers; three transports; seven repair craft; four training ships; five lighthouse tenders; one rescue and salvage ship; 10 water carriers; two oilers; and 23 tugs.



PORTHOLE frames Navyman's face.

Garibaldi, is a slim, needle-nosed projectile, an all-weather, antiaircraft, beam-riding guided missile.

Terrier is fired from a launcher which is automatically loaded from below-deck magazines. Four stabilizing fins are located midway up the missile's length while another four are at the tail. The latter control the up and down and the left and right motion.

Once launched the missile becomes a radar beam rider. It moves into the path of a radar beam which has been "locked on" an approaching plane. When within range a proximity fuse detonates the warhead. Actual impact with the aircraft is not necessary.

The range and altitude of *Terrier* is far greater than that of conventional guns and it is effective at great distances.

The launchers are elevated to a 90-degree angle for loading, but firing may be accomplished at any angle. They are stored in magazines which are referred to as "cokemachines." Loading is all automatically done.

GARIBALDI, originally launched in 1936, was converted to a light cruiser (CLG) in 1961. Her basic specifications remain the same: Length, 613½ feet; beam, 61⅞ feet; draft, 29 feet. Her twin *Terrier* missile launcher is located aft, and her forward armament consists of four twin-mounted, fully automatic 5.3-inch dual purpose guns, and eight 3-inch antiaircraft batteries. The guns on the light cruiser are directed by modern automatic radar fire controls.



THE FRIGATE *Luigi Rizzo* (F 596) heads to sea. *Below*: The light cruiser *Raimondo Montecuccoli* (C 552) is used as a training ship.

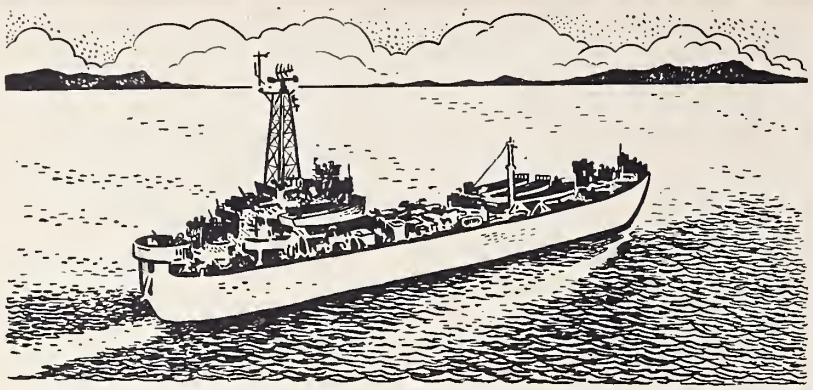


THE CORVETTE *Airone* (F 545) measures almost 250 feet in length.



ITALIAN minesweeper *Mandorlo* (M 5519) is viewed from escort ship.





NO STRANGER in Mediterranean is Italy's *Anteo*, shown in drawing.

Italian Navy's Anteo Has a Familiar Look

A new name as well as a new flag and a new crew are now carried on board USS *Alameda County* (AVB 1). All this came into being late last fall when, in the Bay of Naples, the advanced aviation base ship, now called *Anteo*, was officially delivered to the Italian Navy.

This ship is no stranger, however, to Italy.

Since her commissioning as a tank landing ship (LST) in 1943, *Alameda County* spent most of her active duty in the Mediterranean area. She was inactive for five years between 1946 and 1951 and then operated for two years out of Norfolk, Va. In September 1953, she steamed back to Mediterranean waters to operate with Air Logistics Support Division Two, using Naples as her home port.

In the mid-1950s, *Alameda County* was converted to her present status and has since many times demonstrated the versatility of this unusual type of ship.

The innovation of this mobile advanced aviation base—the first of her kind—was the answer to a Naval Air Force problem of many years' standing. Before USS *Alameda County* (AVB 1) became operational, the landplane patrol squadrons of the Atlantic and Sixth Fleets had been served exclusively by large fixed bases with extensive logistic support facilities. Advanced bases of the permanent type in other countries can be constructed only at great expense, whereas, the advanced aviation base ship can be moved from one area to another without leaving buildings or equipment behind.

With a load of specially constructed trailers and miscellaneous rolling equipment, the LST could provide a complete modern operational air base in any remote area accessible from the sea. Aircraft maintenance shops, communications and weather centers, pilot and plane crew briefing rooms and a collapsible tower were among the portable facilities offered patrol squadrons by this versatile ship.

Although many of her missions have been simulated war exercises, others have been in actual support of naval operations. For example, during the 1956 Suez crisis, she activated the airstrip at Suda Bay, Crete, and each day handled an average of 51 takeoffs and landings as UN emergency forces were shuttled into the trouble zone via Suda.

In 1959, when the Sixth Fleet landed Marines in Lebanon, *Alameda County* was again operating at Suda Bay. She was the closest advanced base to Lebanon, so was called on to service, feed and house aircraft squadrons until the final division of Marines was ordered out of the area.

The second advanced aviation base ship USS *Tallahatchie County* (AVB 2) relieved *Alameda County* last June. At that time *Alameda County* was decommissioned and remained docked in Naples until her transfer to the Italian Navy.

Operating under her newly acquired name, *Anteo*, the 5000-ton ship will carry a complement of more than 200 officers and men. The Italian crew is currently training on board.

Anteo, named after the Greek mythological god who protected seamen, will operate as a support ship in the Italian Navy.

The present *Giuseppe Garibaldi* is the third to bear the name of the famous Italian hero. The first ship to be so christened was a steam-powered frigate commissioned under the name of *Borbone*. She was captured by Garibaldi during the expedition of the "Thousand" against the Kingdom of the Two Sicilies in 1860. She was decommissioned in 1894 after a long and colorful career.

The second *Garibaldi*, an armored cruiser, was launched in 1899, and saw action during the Italian-Turkish war and in the landing operation along the Libyan coast. She was sunk by a submarine in 1915.

During World War II the present *Garibaldi* maintained a distinguished record. Following the Armistice in 1943, she was assigned to the Atlantic to hunt German raiders and she was later transferred to the Mediterranean where she ran up a total of 17,900 miles on 27 war patrols.

Today Italy, through a strenuous program of rehabilitation, together with new construction, has developed a modern and highly mobile fleet with strong antisubmarine capabilities. *Garibaldi* is only one example of the modern commissioned ships of the Italian Navy and of those now under construction. Two 6000-ton guided missile light cruisers, *Andrea Doria* and *Caio Duilio*, are scheduled for completion this year. These ships, like *Garibaldi*, will carry *Terrier* missiles.

ALSO UNDER CONSTRUCTION are two 3200-ton guided missile destroyers *Impavido* and *Intrepido*. They will be capable of speeds of more than 30 knots and will be equipped with the *Tartar* surface-to-air missile system. Other surface and underwater craft are under construction or in the planning stages, and the Italian Navy is currently considering the use of nuclear propulsion.

Careful attention is also being paid by the Italian Navy to the technical training of its personnel at specialized schools and training centers in order to achieve the navy's prime objective—a highly coordinated, efficient force fully capable of playing its role in guarding the security of the nation and of the free world.

USS *Shangri La* (CVA 38) was host ship during *Garibaldi's* stay in New York City. At visit's end the guided missile cruiser headed for Italy and duty as flagship of the Italian Navy.

—Bud Register, JO1, USN.





GUN AWEIGH—Gun is removed from gun deck while readying for repairs. *Rt: Old Ironsides* at Boston in 1907.

Iron Constitution

THE U. S. NAVY, a forward-looking organization, is taking steps to insure that it doesn't forget an important part of its past. The second oldest ship in the Navy, "Old Ironsides," USS *Constitution*, suffering from dry rot more than she ever suffered from enemy guns, is being completely renovated for the first time since she was recommissioned in July 1931.

Constitution is junior to only one ship, USS *Constellation*, which was commissioned a little more than a month earlier. She has been commanded by such officers as Stephen Decatur, Edward Preble, John Rodgers, Jacob Jones, Thomas MacDonough, William Bainbridge and George Dewey.

The famed frigate, currently the flagship of RADM Joseph H. Wellings, Commandant, 1st Naval District, is berthed in the Boston Naval Shipyard, and repairs will be completed there.

According to the ship's commanding officer, LT Victor B. Stevens, USNR, the repairs should be completed by 1965, but in the meantime the work will not interfere with normal visiting hours which are from 0930 to 1600 daily. However, there will be no visiting when the ship moves into drydock from about October to December 1963.

Guns on the gun deck have been removed in preparation for the renovation and repair of the berth deck, below. The guns are scheduled to be returned to their original locations in April.

Visitors are not now allowed to go below the gun deck level because of the repairs being made in that area. Display cases have been moved from below to the gun deck and main deck for the benefit of visitors.

Shipyard workmen have inspected the ship for areas of deterioration, and all rotting timber will be replaced. Eight 100-foot wooden beams have arrived by rail from Oregon to begin a long period of aging before being used to furnish *Constitution* with a new fore and mizzen mast. Work on the masts may not start until early 1964, so that the Douglas fir used for them will have time to age properly.

Constitution was built under an act passed by Congress in 1794, authorizing the building or purchase of six war vessels.

She earned her nickname, *Old Ironsides*, during the War of 1812 while engaging the British warship *Guerriere*. A seaman saw a *Guerriere* shot hit the ship's wooden side and fall into the sea. He reportedly shouted, "Hurrah, her sides are made of iron!"

Since wartime visiting restrictions were lifted in September 1945, approximately 100,000 persons have boarded USS *Constitution* each year.



OLD PAINTING shows launching of USS *Constitution* in October of 1797.



IRONSIDES battles *Guerriere*. *Below:* Looking forward on ship's spar deck.





Introducing the

DESIGNATION as the something of anything—be it salesman of the month, young farmer of the year, athlete of the decade, or what-have-you—is something. In the majority of cases, you'll find that the recipient of such an award has done more than merely advance his own fortunes, or enhance his own prestige. Usually he has also contributed heavily, over an extended period of time, to the common good of his or her organization.

It's pretty much the same in the U. S. Navy.

Enlisted Man of the Month, Shipmate of the Quarter, Messman of the Month, Instructor of the Month, Seabee of the Quarter—these are just a few of the many examples of special recognition awarded to deserving Navymen in today's Navy. Whatever form that recognition takes, however, if it's bestowed upon you by your command you have every right to feel extremely proud. In a very real sense, you're being recognized as a good teammate. In the Navy, not much higher praise can come your way.

Take Hospital Corpsman second class Robert E. Hollie, for example.

HM2 Hollie serves as an X-ray technician aboard his ship, the Amphibious Force Pacific Fleet attack transport USS *Calvert* (APA 32). It was not just his performance of his assigned duties, however, outstanding as that was, which resulted in Hollie's recent designation as enlisted "Amphibian of the Week."

HERE'S HOLLIE'S SKIPPER, CAPT A. Merrill, USN, in a letter to the Force Commander nominating his amphibious crewman for the award:

"Besides being an example of an excellent X-ray technician with outstanding ability in this field, Hollie has taken over the collateral duty of handling the crew's recreational entertainment. During the 22 months he has served aboard *Calvert*, 18 of which were spent away from home port, Hollie has taken the initiative to always provide some type of activity in order to promote a higher morale for all hands.

"He became a member of the Welfare and Recreation Committee, and volunteered to take charge of the crew's gear locker. He took over as manager of *Calvert*'s softball team (which team promptly became one of the terrors of the Force) and was instrumental in arranging many other athletic events and other types of entertainment.

"Hollie is looked upon with pride and admiration by his shipmates, and is a shining example of one shipmate devoting many extra hours to help make life more enjoyable for all who are serving on board."

We're not suggesting for a minute that in order to win any special recognition in the Navy you *must* manage a ball club, promote boxing smokers, serve on committees, or the like.

On the contrary, most of the various awards are based, in large measure, on the solid military virtues—professional performance, leadership, military bearing and appearance. These you must possess in abundance in order to be nominated. It is only when you and several other nominees have demonstrated those qualities on



Navy's Men of Distinction

a more or less even basis that some extra effort on your part could swing the award your way.

IF YOU'LL NOTICE, the key words in CAPT Merrill's letter nominating Hollie came in the very first sentence —"Besides being an example of an excellent X-ray technician with outstanding ability in this field, he . . ."

Many commands have established awards to combat an insidious conviction which can creep over even the best of us at times. You know—that sinking feeling, as you attempt to claw your way upward out of a pile of work which threatens to engulf you, that just maybe you're being too good a sailor for your own good.

LCDR L. L. Tucker, USN, of the Fleet Training Center, Norfolk, Va., authored a release recently which illustrates this point about as well as anything could. We wouldn't attempt to improve upon it. Let LCDR Tucker take over for the next few paragraphs, as he tells you about the selection of the first Enlisted Instructor of the Year for the Fleet Training Center.

"Commander Training Command, U. S. Atlantic Fleet, this year initiated an Enlisted Instructor of the Year award for the various training activities under his command. The award is to be presented to the nominee of each activity during the annual administrative inspection.

"The individual instructor is the operational key to the quality of training offered.

"It is possible to advance any number of reasons explaining the difference in instruction. Rather than rationalize these differences, let us examine instead the rewards offered for exceptional performance. The odds are that all too often in the past we have not rewarded the superior achiever, but rather have increased the already heavy responsibilities assigned him. We look to him to serve on boards, review curriculums, and in other ways increase his work load.

"The 'smart' individual, seeing this system at work, could well be tempted to say to himself, 'Take it easy, hide your light, or they will work you even harder.' To help circumvent this possibility, the high achiever—in our case the outstanding instructor—should be, and from now on will be, recognized and rewarded."

RESPONSIBILITY for selection of the recipient of this Instructor-of-the-Year award rests solely with each TRALANT activity, and is based on performance factors, evidence of initiative and creativity on the part of the instructor, and leadership as evidenced by student performance.

Late this past autumn Senior Chief Electrician's Mate Salvatore J. Fischetto, Jr., stepped front and center before his shipmates to receive a plaque and commendation from RADM A. H. Taylor, USN, Commander Training Command, Atlantic Fleet, naming him Outstanding Enlisted Instructor of the Year 1962 at FLETRACEN Norfolk.

Senior Chief Fischetto has acted as senior instructor in the Damage Control Department's ABC Defense Course for the majority of his tour at FLETRACEN Norfolk. Among many other achievements, he is mainly responsible for the formulation of the present ABC Defense Course, designed to provide the Fleet with performance-oriented ABC training.

He has also been extremely active in providing special instruction to other military commands in the Norfolk area. As a result, he has received many letters of commendation signed by various commanding officers, and has brought distinction to the Fleet Training Center.

IT'S NOT INTENDED to favor any particular organization—but yet another PHIBPAC Navyman, a nominee for "Amphibian of the Month" provides another sterling example of superior performance combined with leadership.

A letter of commendation from his CO, presented recently to Gunner's Mate First Class Walton E. Stalnaker of the amphibious assault ship USS *Valley Forge* (LPH 8) also served to nominate him for the award. It read, in part:

"During our current WestPac deployment, *Valley Forge* has been involved in three major ammunition movements, one of which was an emergency off-load in support of U. S. troops in Thailand. In each of these evolutions, your advance planning and organization resulted in an efficient, rapid and safe movement.

"In addition, during this same period, you developed, coordinated, and supervised a long-range training program for the men of your division. You should be most proud of the 100 per cent advancement record

established by your men on the last Fleet-wide competitive examinations. Your exemplary leadership will serve as an inspiration to all of your fellow Amphibians."

IN MANY CASES, local civilian organizations (Navy League, Chamber of Commerce, etc.), join with the Navy in honoring topflight Navymen.

At the Naval Auxiliary Air Station, Whiting Field, for example, the next-door Milton, Fla., Council of the Navy League of the United States presents handsome plaques each year to Whiting Field's outstanding officer and enlisted man. This year's selectees were LT Forrest H. Wood and Aviation Structural Mechanic First Class Terrell W. Williams.

It was the second successive such award for LT Wood, a former whitehat who logged tours as a plane captain aboard the aircraft carrier USS *Kearsarge* (CVS 33) and as an air controller at NAS Dallas, Texas, before entering flight training. He received his wings in 1956.

In addition to instructing students in the T-28 trainer, he acts as Squadron Standardization Instructor, and also teaches incoming instructors proper techniques for training flight students. He averages some 12 hours



a day in those multiple jobs, and still finds the time to attend night college courses at the University of Florida.

THE OTHER SELECTEE AMS1 Williams has served as airframes material petty officer, metal shop inspector, gripe crew leader, shop troubleshooter, night check airframes crew leader, and (currently) as PO in charge of the check crew since reporting to Whiting Field. Says his CO:

"In all of these assignments, Williams' performance has been outstanding, and has substantially contributed to the high maintenance availability of squadron aircraft. His manner and appearance reflect his pride in the Navy, and command the respect of all hands."

Before being nominated for Whiting Field's Enlisted Man of the Year award, Williams was named Petty Officer of the Month for September 1962. That he has been an outstanding Navyman right from the very beginning of his naval career is indicated by the fact that he was awarded the American Spirit Honor



Medal upon his graduation from recruit training.

Some of the Navy's special forms of recognition—Lineman of the Month and Messman of the Month are just two examples—honor superior performance in a tough, normally unglamorous and oftentimes thankless job. Navymen nominated or selected for such awards are deserving of especial praise for, in effect, they and the rest of the Navy are being told, "Rather than waste your time and the Navy's griping about the billet you have currently been assigned to fill, you have done your job to the very best of your ability, and you have therefore contributed to the over-all ability of your ship or station to perform its missions."

It's a good bet that the Lineman or Messman of the Month of today will be the Petty Officer of the Month, Quarter or Year at some future ship or station before his Navy career has run its course.

AWARDS AREN'T ALWAYS confined to individuals either.

Many ships and shore commands name a Division of the Month or Quarter as well. Here, obviously, teamwork becomes extremely important, since every man in a division must depend upon all of the other men in his division. One foul-up can foul up an entire division—a fact which usually encourages the occasionally lackadaisical sailor to shape up. This, in turn, improves the over-all efficiency of the division, and of the entire ship or station.

Special incentives, in the form of extra and/or early liberty, head-of-the-chow-line privileges, and the like help to make the extra effort seem worthwhile.

The above brings up another point. Designation as Navyman of the Whatever is almost invariably accompanied by a letter of commendation which becomes a part of the selectee's official service record—and such a document counts heavily in your favor should you come up for consideration at some future time for appointment to E-8, E-9 or commissioned status; the NESEP program; recruiting or instructor duty; advanced schooling; or the like.

Over and above this, however, the rewards for such selection can and do vary widely throughout the Navy.

Still and all, as was pointed out at the very beginning of this article, the primary reward accruing from any special Navy recognition is the inner satisfaction gained from the knowledge that you have proved yourself to be a good teammate.

CARE FOR JUST ONE MORE shining example of how an individual Navyman's professional performance and devotion to duty can benefit both his own outfit and the Navy as a whole? Consider, then, the case of Aviation Machinist's Mate Second Class Phillip H. Slaughter, Helicopter Training Squadron Eight's Petty Officer of the Month for October 1962.

ADR2 Slaughter plies his trade at Ellyson Field, NAS Pensacola, Fla.



One day early last October he was checking out a UH-19F (formerly HO4S-3). A first thorough examination of the 'copter's power plant seemed to indicate that everything was hunky-dory—but Slaughter is one mechanic who never takes anything for granted. He put the whole works through a second painstaking look-see and found a small crack in the whirlybird's main transmission.

In addition to his selection as Petty Officer of the Month, Slaughter was presented an Aviation Safety Award.

You can bet there's at least one helicopter driver and crew who are mighty thankful that PO of the Month Slaughter works at Ellyson Field—and that he's one of the thousands of Navymen who are on the ball every day of the year.

—Jerry McConnell, JO1, USN.





Manning the Mail Buoys

ALMOST ANY PLACE your Navy orders take you—on board ship, overseas or stateside—you can affix the proper postage, deposit a letter in the nearest mail box and it's off to the destination to which addressed. It's as simple as that. And you can receive mail with even less effort on your part.

But there's more to sending and receiving mail than you might suspect—unless you're a postal clerk in one of the post offices serving Navymen throughout most of the world.

One such Navy post office, with one officer and 12 enlisted postal clerks assigned, is located in London, England. It provides mail services to Navy facilities in the United Kingdom and Northern Europe, several U. S. military functions in the London area as well as U. S. ships visiting in Northern European ports.

In 1961 this Class IV post office, a division of U. S. Naval Support Activities, London, received more than 950,000 pounds of all classes of mail and dispatched about 680,000 pounds. More than 12,000 Navymen in some 30 ships received mail from home by way of the London Navy Post Office.

The efficient mail service provided Navymen in the London area is accomplished through close coordination of schedules between the British Government Post Office, MSTS ships, the U. S. Air Force and commercial airlines. First class and air mail is received daily, except Sundays, and parcel post normally arrives at ten-day intervals.

Clockwise from top left: (1) Outgoing letters are sorted by Benjamin L. Thompson, PC1, (2) Brothers Robert E., (*left*), and Richard H. Calhoun, both PC3s, work in outgoing mail section of the London Navy Post Office. (3) On board a Navy plane before takeoff from NAF, West Malling, Richard T. Dussault, AN (*left*), and Joseph R. Jenec, PC3, check outgoing mail bags. (4) Earl J. Bush, PC2 (*left*), and Michael Patras, PC1, distribute registered mail —Bill Weesner, JO2, USN.









UDT Men in Action

UNSEEN AND UNHEARD, 28 men infiltrated a beach off the small island of Pineros. Their mission? To plant obstructions to hinder amphibious landings.

They returned the next day to destroy their work.

This was all a part of Underwater Demolition Team training for men from Little Creek, Va., taking place in the area of Roosevelt Roads, Puerto Rico. Both the planting and destruction of underwater obstacles are important phases of UDT work.

The three-hour expedition to destroy the obstructions began at 0500, when the trainees were dropped from a speeding boat some 500 yards offshore. They submerged before swimming into the area where they had planted steel and concrete the day before. Six hundred pounds of TNT, in 20-pound packs, was attached to the obstacles.

Two men remained behind to light the fuses. A speeding launch picked them up after the 10-minute fuses had been lighted.

Seven minutes after the men were safely aboard the training boat, the charges were touched off.

Later investigation proved the UDT trainees had learned their lesson well. The steel and concrete obstacles were totally destroyed.

From Pineros Island the trainees went on to Fort Benning, Ga., to attend parachute jump school. Advanced swimming school at Key West, Fla., was next on the schedule, to be followed by three weeks of final instruction at the Island of St. Thomas in the Caribbean.

Counterclockwise from top: (1) UDT trainee pulls his face mask down as he jumps from a raft tied to a speeding launch. (2) After setting charges, trainees are hauled back aboard the raft. (3) Exploding TNT sends water 200 feet skyward.





t Sea and on Land

WE'VE BEEN LED to believe that a mixture of soil and water—commonly known as mud—when properly applied, can be an aid to beautiful skin. If this is true—and who are we to say that it isn't—Navy frogmen trainees should emerge from the fourth week of their 17 weeks of special training at the Naval Amphibious Base, Coronado, Calif., with much improved complexions.

It's during this week, aptly nicknamed "Hell Week," that trainees dive into and "swim" through a pool of mud. This phase of training is designed to test their ability to withstand rugged conditions and surroundings which they may encounter on UDT assignments.

Also during the fourth week, frogmen are subjected to other rugged tests of strength and endurance. They race through surf and sand with logs on their shoulders; belly-crawl through barbed wire and are harassed with explosives. Those completing Hell Week qualify for 13 more weeks of strenuous training.

In other phases of the course frogmen are trained for reconnaissance of underwater approaches to enemy-held shorelines; removal of enemy mines; and destruction of underwater obstacles by demolition, including blasting of channels through coral.

After graduating they are assigned to underwater demolition teams where they are further screened for aptitude, and are sent on to schools for specialized training.

Frogmen trainees do not receive final UDT qualification until they have completed six months of UDT duty.

Photos on this page show a UDT trainee going through the mud test.

— A. T. Register, JO1, USN.
— Photos: Bob Gill, PH3, USN.









PARTICIPANTS in 9th ND Personnel Mobilization Team exercise, FY 63, muster for a personnel inspection.

MOB Teams on Tap

- *When this plan is executed, all men and boys able to carry a spear will report for duty.*
- *All married men will bring their wives to cook and wash for them.*
- *All unmarried men will find unmarried women to cook and wash for them.*
- *Pregnant women, young boys, and old men unable to carry a spear are excused.*
- *Anyone else remaining at home after this plan has been executed will be killed.*

SOUND A LITTLE DRASTIC? This was a tribal mobilization plan of not so many years ago. The planners meant business. You won't find anything like it in any OpNav or BuPers directive, but you will find an effective program which also means business.

Here's how Naval Reservists fit into the mobilization plan. Many Reservists have orders in their pockets, and are ready to report for active duty in a matter of hours. Other Reservists—on the War Plans List—would report directly to their key billets. The remainder, including Ready Reservists, some members of the Standby Reserve, Fleet Reservists, and possibly some Retired Reservists, would report to a Mobilization Station for processing before moving on to their active duty assignments.

To handle over 300,000 Reservists who would be involved in a full mobilization, the Naval Reserve has in operation the Mobilization Team Program.

The mission of this program is "to provide a nucleus of trained officer and enlisted Reservists available for immediate assignment to active duty in mobilization stations, distribution activities, and naval district headquarters within the continental United States, for the purpose of accomplishing a rapid and orderly mobilization of inactive duty naval personnel," and when the mobilization activities are no longer needed be available for further assignment to other units of the active forces.

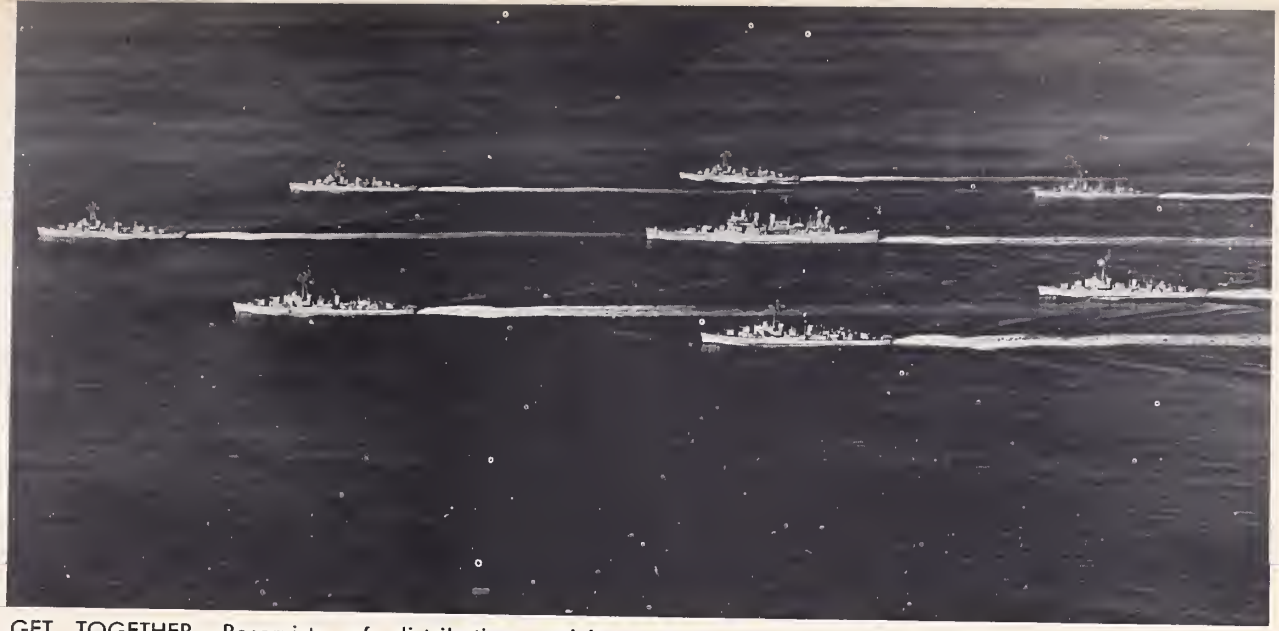
THERE ARE 98 Mobilization Team Divisions. These include 88 small, medium and large units whose location and size are determined by the distribution of the inactive naval population who meet at Naval Reserve Training Centers; and 10 divisions, which drill at naval district headquarters and distribution activities.

In the event of a partial mobilization, MobTeams may be called upon to pitch in and help process Reservists for active duty. For example, during the recall of 40 ASW Reserve crews in October 1961, Mobilization Team Divisions, located at or near Naval Reserve training centers which supported the Reserve crews, took part in processing Reservists report-

LIKE REAL—Receiving section checks in 'live bodies.' *Rt*: Classification interviews a Naval Reservist.







GET TOGETHER—Reservists of distribution activity tested procedures for assigning recallees to ships.

ing for active duty. They also helped in processing ASW Reserve crews from active to inactive duty during the summer of 1962.

For training purposes, there are 965 billets for USNR officers and 2295 billets for enlisted Reservists. In full mobilization, however, nearly 1500 officers and more than 6600 enlisted Reservists would be utilized to meet Mobilization Team requirements.

SINCE THE WORK of the MobTeams is largely an administrative and clerical type of activity, the training program is not a spectacular one. There is no firing of rockets, no "bombs away." But there is plenty of room for excitement of a different caliber.

Last year, for example, many MobTeam Reservists spent their active duty for training (ACDUTRA) in team training exercises at Great Lakes, Ill.; Seattle, Wash.; San Diego, Calif.; Brooklyn, N. Y.; and New Orleans, La.

This year, exercises are planned at Boston, Mass.; Norfolk, Va.; Charleston, S. C.; and San Francisco, Calif.

Let's take a look at Com Eleven's exercise—the other exercises followed pretty much the same pattern.

Five naval districts—the Eighth, 11th, 12th, 13th and 14th—were represented at 11ND's MobTeam Training Exercise. There were 164 officers and enlisted personnel taking part.

The "headquarters unit" concentrated on coordinating the officer and enlisted recall—with the assignment of simulated veteran volunteers, volunteering naval and Fleet Reserve personnel, and graduates of accelerated recruit training. Active duty redistribution, and the assignment of nucleus personnel to planned activities, were also simulated.

RESERVISTS assigned to the "distribution activity" worked with the regular San Diego Naval Station personnel. They tested procedures for assigning recalled Reservists to active ships and for reactivating PACRESFLT ships.

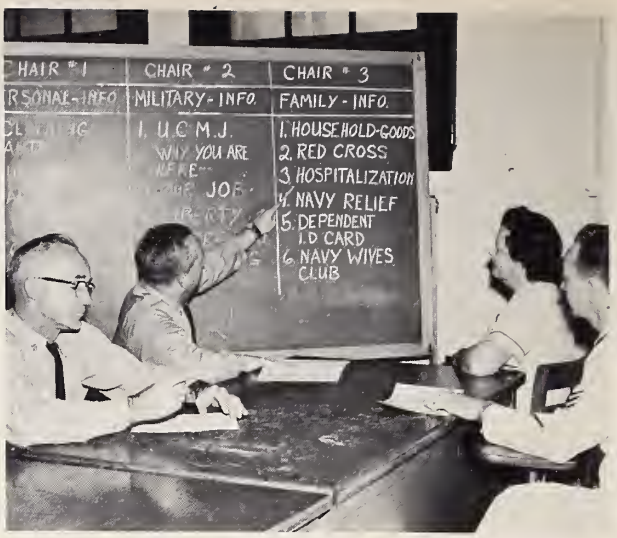
Two mobilization stations were also in operation during the exercise. Each completed its full mobilization processing quota. In addition to proving that the quantity goals could be met, the Reservists proved that quality was also possible. A board of active duty personnel carefully reviewed all records processed by the Reservists. Points were deducted for all errors. The point average for all records was approximately 90 out of a possible 100, and most records received during the second week of

MOB TEAMS carried out complete processing including medical exams and classification of Reserves.









MOBILIZATION Team dentist check teeth. *Rt.* Members of Mobilization Station receive indoctrination.

training were given a score of 100.

Officers and EMs from the active status pool were selected and ordered to the mobilization stations for processing to active duty. Complete and detailed processing was carried out, including physical examinations, opening pay records, bringing service records up to date, and providing information on transportation. Actual persons—"warm bodies"—were processed, each carrying a record indicating various actions required of the MobTeam or some particular "problem" affecting the Reservist concerned.

HERE ARE SOME of the problems the MobTeams had to solve, involving personnel situations:

- This individual entered divinity school three months ago.
- This individual has a critical skill.
- This individual requests a six-day delay in order to attend his mother's funeral.
- This individual drove his car 300 miles to the MobSta and does not desire to accept government transportation to his next assignment because he will have no way of getting his car home.
- This individual has an extremely painful abscessed tooth.

More than paper shuffling is required. You have probably met or known each of these types of persons. There are hundreds of other conditions—and problems to be solved.

During the final phase of the exercise, the two Mobilization Stations were given an operational readiness inspection—sometimes called "riot day"—in which the "bodies" talked back.

It's not so hard to decide what you are going to say to a person with a particular problem, but it's not so easy to say it when the person talks back, adding more and more complications.

THE MOBTEAMS successfully coped with situations such as these: An uncooperative Reservist being recalled; would-be helpful, but talkative, "assistants" (whose help was politely declined); wives who thought their husbands should stay at home (husband "went"); ladies who wanted to report spies; a WAC on leave who wanted transportation to her unit (she was referred to an Army Recruiting Station); a retired commander who put himself back on active duty and started giving orders; a conscientious objector; a newspaper reporter; a volunteering World War I Yeomanette; a divorced wife seeking alimony from a recalled Reservist; and a volunter local Red Cross worker protesting that many of the problems referred to her were the Navy's problems, and she couldn't do anything about them. Rigged? To be sure. But it kept the MobTeams on the ball.

Not all training consists of mobilization exercises, such as the one briefed above. These 14-day exercises are held every other year. On alternate years, Reservists may spend their ACDUTRA at a school, or they may go to sea. All year round, the MobTeam Reservists meet at their training center, on a weekly or one-week-end-a-month basis, developing further skills in their specialty.

If M-Day comes, the Naval Reserve's mobilization teams will be ready and able to handle the "business" that comes their way.

HERE'S HOW—Transfer section works problem at mock MOB Station.



Rundown on Navy Sports

Boxing, volleyball and basketball competition at the All-Navy level holds out the prospect of more than the usual rewards for at least some participants this year. Winners in all three sports, plus selected augmentees, will progress to Interservice competition—and participants at the Interservice level stand a chance to be selected for the team which will represent the United States at the Pan American Games in Sao Paulo, Brazil, this spring.

Boxing's All-Navy Championship finals, normally staged in April, were moved up this year to enable Navy pugilists to get a crack at a spot on the U. S. PanAm Games squad.

Little advance information was available on over-all Navy ring prospects, but one fact seemed clear—the National Naval Medical Center Bethesda, Md., team figured to have a whole lot to say about who won what at the Naval Station, Newport, R. I., 23-25 January.

The strong hospital squad boasted three defending All-Navy champs—heavyweight Dick Pettigrew, welterweight Ralph Pellicia and lightweight Mickey Jones—plus 1962 light-middleweight runner-up Lee Bond, among its considerable assets.

Volleyball moves into the limelight 18-22 February, when the All-Navy crown comes up for grabs at the Naval Air Station, Alameda, Calif.

Here again little advance information has reached this desk, but on the basis of past performances, the defending champion Alameda Naval Air Reserve Training Unit crew had to be conceded the favorite's role until and unless some other Navy team proved differently.

Basketball, on the other hand, provided a different story, as a welter of early season reports began to spotlight some serious contenders for eventual All-Navy hardcourt honors.

Out Pearl Harbor way, it appeared that SERVPAC's long-time dominance over the Navy-wide basketball scene may be over—at least for this season.

The Packers, bereft of most of the talent which boosted them into the All-Navy throne room the past three years in a row, were enoying only a so-so campaign this time around. Arch-rival SUBPAC, meanwhile, was rocketing along undefeated, and far



out in front in the race for the Hawaii Senior Invitational Basketball League title.

Team captain Brian Kniff, ex-UCLA standout, and veteran backcourt whiz Chuck Henry, both of whom were augmented by SERVPAC for last year's All-Navy trip, plus bright newcomer Bob Gaillard, were among those pacing Coach Matt Matsuo's submariners in their winning efforts thus far. Gaillard, a six-foot-four smoothie with a deadly shooting eye, had already established a season's high one-game mark for



BOARD WORK—PHIBPAC'S rebound star, Fred Mims, charges through the Naval Training Center's defense and adds another 'haul-in' to his record.

the league with a 50-point barrage against Hickam AFB, and was averaging nearly 30 counters a game.

On the West Coast, meanwhile, PHIBPAC's Invaders, with four starters back from the club which finished a close runner-up to SERVPAC in the last two All-Navy meets, were hopeful that this, at long last, may be their year.

Six-five center Fred Mims, a willowy rebounding star who laughs at superstitition by wearing number 13 (and gets away with it) ranked as the Invader's ace as PHIBPAC surged unbeaten through its first six engagements. The former Paul Quinn (Texas) College performer hauled in 95 stray shots in those six games, and was scoring at a 13-points-per-game clip.

Cross-country, at Norfolk, Va., still another crew of talent-laden submariners flashed brightly in the early going.

CWO Marcus Klein's SUBLANT Sea Raiders, third-place All-Navy finishers a year ago, raced through their first 12 contests without a loss—and showed a wealth of height and scoring punch in doing it.

Six-seven center Bill Brown and six-five forward Al Clark (a former SERVLANT All-Navy star who has returned to the Navy after a short stint as a civilian) were raking in every rebound in sight, while Clark and hustling guard Bruce Hewitt spearheaded the torrid Sea Raider attack.

SUBPAC, PHIBPAC and SUBLANT represented just three of hundreds of Navy cage squads currently hip-deep in heavy varsity and intramural schedules around the world. Ahead for all of them as 1963 dawned lay the completion of a large portion of those regular season slates—and then, for many of them, further competition in rugged district and regional elimination tournaments.

Eventually, all of this firing will produce five regional championship teams, which will clash head-on for the All-Navy title at NAS Moffett Field, Calif., 4-8 March.

The Interservice Tournament schedule: *Boxing* (Army Host)—At Fort Meyer, Arlington, Va., 5-7 March. *Volleyball* (Navy Host)—At NAS Alameda, San Francisco, Calif., 26-28 February. *Basketball* (Air Force Host)—At Lowry AFB, Denver, Col., 14-16 March.

LETTERS TO THE EDITOR

A Ship Called EDD

SIR: I served on board USS *Witek* (EDD 848) from 1952 to 1956. At that time she was designated an experimental destroyer (EDD). I remember distinctly that all our records referred to her as an EDD.

Now, I know this, but I can't convince my shipmates that there is or was such a thing as an EDD. Would you print a confirmation of this?

While you're at it, you might mention the time *Witek*'s crew went ashore at Nassau in the Bahamas and helped put out a fire there. If it hadn't been for *Witek*, I think the whole town would have burned to the ground.—F. R. W., SFP2, USN.

• *OK, here are some words you can make your shipmates eat.* Witek *was attached to the Operational Development Force in March 1946 and was fitted out as an experimental destroyer with the official designation "EDD" after she returned to Boston from her shakedown cruise in the Caribbean in July 1946.*

If the Nassau fire was as big as you remember it, the watch officer who made the log entry for 24 Oct 1954 was a master of understatement.

The log entry simply states that while Witek *was moored at Nassau, Bahama Islands, a fire and rescue party was sent ashore to Nassau to fight a fire and that the party returned to the ship when the fire had been extinguished.*—ED.

Yes, No, Maybe

SIR: I'd like you to help me answer the following three questions. The first two will affect several people aboard my ship, and one of my shipmates is quite concerned about the third. Here they are:

1. Concerning nondisability retirees, para. 3.o. of BuPers Inst. 1811.1B states: "They may be accorded the privileges of commissary stores, small stores, officer clubs, and armed services exchanges subject to the limitation of available facilities." Are officer clubs included among those privileges accorded to retired enlisted?

2. It seems to me that I have read in ALL HANDS that inactive Reserve time between 1946 and 1949 may count toward transfer to the Fleet Reserve. However, I don't believe this agrees with the BuPers instruction regarding transfer to the Fleet Reserve. If not, which is correct?

3. There is a BM1 aboard whose sea duty commenced in May 1952. I am having difficulty explaining to him why he has not received shore duty orders. He has a fairly broad choice of duty preferences—Long Beach, San Diego, or anywhere 11th Naval District. His EAOS date is 25 May 1967. Can you help me explain why he has not been ordered ashore?—D.W.T., YN1, USN.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D.C.

• *We'll answer the first question first and continue from there.*

1. Enlisted men retired with pay are entitled to the privileges mentioned, except officers' clubs.

2. Only active duty (and active duty for training performed subsequent to 9 Aug 1956) in any branch of the armed services, including the Army National Guard or Air National Guard on federal duty, counts toward transfer to the Fleet Reserve.

3. The BM1 has not yet been ordered to shore duty because of his relatively junior standing among other BM1s requesting the 11th Naval District. Although he meets the Seavey cutoff date, orders are issued according to active duty base dates. In this case, top man for the 11th Naval District has an ADBD of June 1943. Your man's ADBD is recorded as November 1951.—ED.



FIRST PILOT to make 100 landings on USS *Enterprise* (CVAN 65), LTJG Sidney T. Taylor, takes a ride on shoulders of flight deck crewmen.

Foreign Retirement

SIR: Would you furnish us the answers to three questions, thereby helping to settle some wardroom arguments? The questions are:

If a Navyman elects to retire in a foreign country, how would such residency affect his U. S. citizenship?

If a Navyman voluntarily gives up his U. S. citizenship to reside in a foreign country, can he continue to draw his retirement pay?

Before retiring, may a Navyman elect to retire and reside in any location in the world and receive government transportation for himself, his dependents and household effects to that location?—J.L.S., CDR, USN.

• *Always happy to help settle a good argument, Commander—in addition to being pretty handy at starting one on occasions, as we're sure you've already noticed.*

A native-born U. S. citizen can live in a foreign country indefinitely; however, he should report his presence to the U. S. diplomatic or consular office.

According to 37 Comptroller General 207 and Comptroller General B-147777 of 1 May 1962, the right to retired pay terminates if a member of the Regular Navy or Naval Reserve becomes a citizen of a foreign country.

Upon retirement, a Navyman may select a home in a foreign country, and transportation at government expense will be furnished from his last permanent duty station to home of selection for himself, his dependents and household effects.—ED.

Purple Heart

SIR: I noticed in your November issue, page 50, you stated that posthumous award of the Purple Heart was made automatically to the next of kin of those who qualified between 5 Apr 1917 and 6 Dec 1941 and that posthumous award for wounds received on or after 7 Dec 1941 was made to the next of kin upon application.

I am not positive I am correct, but I believe the reverse is true. In other words, application is necessary for posthumous award of the decoration for those who qualified between 5 Apr 1917 and 6 Dec 1941.

Automatic posthumous award is made to the next of kin for wounds received on or after 7 Dec 1941.—R. A. A., LCDR, USN.

• *A recheck with the Decorations and Medals Branch of BuPers confirms your statement on this award*—ED.

Which Kentucky?

SIR: On page 31 of the June 1962 issue of ALL HANDS, you say that USS *Kentucky* (BB 6) was one of the 16 battlewagons which made up the Great White Fleet that sailed around the world from 1907 to 1909.

This interested me because I visited Newport News, Va., in 1958 and saw the hull of a battleship named *Kentucky*. It was my understanding that construction on the one at Newport News was started in 1943, but was not completed by the end of World War II, and that the ship was scrapped in 1960 or 1961. Now I'm confused; was the hull I saw in Newport News from the old *Kentucky* or from the newer, incomplete one? — D.E.Y., YN2, USN.

• *The hull you saw at Newport News was that of* USS Kentucky *(BB 66) whose keel was laid on 6 Dec 1944. Construction was halted in February 1947, but later it was decided to convert her to one of our first guided missile warships and some conversion work was done. However, when the battleship* USS Wisconsin *(BB 64) was damaged in a collision in 1956,* Kentucky's *bow was given to her, but the* Kentucky *hull remained at Newport News for several more years. Her name was stricken from the Navy list on 9 Jun 1958, and on 31 Oct 1958 she was sold to a private company for scrapping. She was towed to Baltimore for this purpose in February 1959.*

The first Kentucky, *commissioned 15 May 1900, did indeed sail around the world with the Great White Fleet from 1907 to 1909. From 1915 through 29 Aug 1919, when she was placed in reserve,* Kentucky *served as a training ship, primarily in the Hampton Roads, Va., area. On 29 May 1920 she was decommissioned and in April 1923, was sold for scrapping.* — ED.

Butternut *Is Old-Timer, Too*

SIR: In regard to the article "Longest Continuous Deployment" which appeared in the August 1962 ALL HANDS, I feel it appropriate to mention USS *Butternut* (AN 9). While she cannot approach the 19-year deployment of *Scorpion*, she nonetheless easily topped the eight-year mark posted by *Mockingbird* (MSCO 27).

Butternut deployed to the southwest Pacific 1 Jun 1942, and remained deployed until 15 Aug 1952—a period of 10 years, two-and-one-half months. During this period she served extensively throughout the Pacific area.

It is further worthy of note that *Butternut* is the sole survivor of her class, and the only net laying ship still in commission on the West Coast. She celebrated her 21st year of continuous naval service in September 1962.—LT H. E. Brown, USN, CO.

• *A check with the Naval History Division shows you are entirely correct concerning the length of* Butternut's *deployment. For the enlightenment of our other readers, here is a brief resume of* Butternut's *21-plus years of naval service.*

The 162-foot-long, 700-ton Butternut *was built in Houghton, Wash., and placed in service of the 13th Naval District for fitting out and training in September 1941. Commissioned as a boom (net) tender (YN 9) in May 1942, she sailed for the southwest Pacific on 1 Jun 1942.*

On her maiden voyage Butternut *served as escort for SS* Elbridge Gerry *to her new base at Noumea, New Caledonia, arriving there on 27 Jun 1942. Net operations at that port and in the New Hebrides and Solomon Islands areas over most of the next two years were interrupted only by brief voyage repairs in New Zealand in August 1943, and by overhaul at the Pearl Harbor Naval Shipyard from November 1943 to February 1944. It was during her stay at Pearl Harbor that her hull classification was changed to AN 9 (net laying ship).*

Butternut *returned to the Solomons for the rest of 1944, and in January 1945, took an ammunition barge in tow and joined a convoy bound for Leyte, Philippine Islands. The following two years were spent in net operations around Leyte and Samar. She went to Guam in March 1947 and, basing from Apra Harbor there, she spent the next three years in duties that included passenger and freight service between Guam, Saipan and Truk; net laying and tending throughout the Marianas, Marshalls and Caroline Islands, and several tours of duty off Iwo Jima.*

From October 1950 until July 1951 she conducted net operations in the Sasebo and Yokosuka areas, then returned to Guam. In August 1952 she returned to the West Coast, where she was assigned to serve the 11th Naval District from her new home port, San Diego.

Over the past decade, Butternut *has rendered valuable service as training ship for the Naval Net School, Tiburon, Calif.; served as a Naval Reserve training ship, and carried out a busy schedule of net, buoy and underwater task operations and harbor defense training. During this period she also participated in test firing operations with dummy* Polaris *missiles off San Clemente Island.* —ED.



THE FIRST USS *Kentucky* (BB 6), was one of 16 battleships in the Great White Fleet that sailed around the world from 1907 to 1909.

Reenlisting on Weekends

SIR: How is Article C-10317 of the *BuPers Manual* to be construed concerning discharge and reenlistment on a week end or holiday?

Does it mean a man can't be discharged or reenlisted on Saturday, Sunday or a legal holiday, or is it authority for early discharge in the event disbursing and personnel people are not available on these days?—J. L. L., PN1, USN.

• *If the disbursing and personnel people are working on Saturdays, Sundays or holidays there is no legal reason a man can't be discharged and reenlisted on one of those days.*

Article C-10317(3)(e) 1 of the "BuPers Manual" provides for early discharge in case the personnel and disbursing people want to take the week end or holiday off, too.—ED.



IN FISCAL '62 CruDesLant's USS *Joseph K. Taussig* (DE 1030) won both the Battle 'E' and Marjorie Sterrett Battleship Fund Awards.

Named for War of 1812 Hero

SIR: Can you give me a brief history of USS *Cassin* (DD 372)? A friend of mine asked about her. He has the same name.—R. C. P., GMG1, USN.

• Cassin *bears the name of Captain Stephen Cassin,* USN, *who served with distinction at Tripoli and commanded* Ticonderoga *in the Battle of Lake Champlain during the War of 1812.*

It was for action during this battle that he was awarded a gold medal by Congress for gallantry in repelling repeated attacks from four enemy gunboats.

Cassin *was in drydock at Pearl Harbor when the Japanese attack occurred and was considered a loss in the official Navy communique concerning the disaster.*

However, after a few months of salvage work, she was in shape to be towed to Mare Island, where she was rebuilt and placed in commission on 5 Feb 1944.

Although Cassin *was not the object of later spectacular and fierce attack from the Japanese, she participated in many of the important actions of the war.*

Her principal contributions were support to the Leyte landing and bombardment of enemy positions on Aguijan, the Marcus Islands, and Iwo Jima.

She was particularly valuable during the closing phases of the Tinian occupation when she literally blasted die-hard Japanese out of their caves.

During most of the remainder of her war career, Cassin *engaged in patrol, escort, rescue and radar picket duties in the Pacific.*

She took up radar picket and air sea rescue operations off Iwo Jima and was on station in the spring of 1945 for the first fighter-escorted B-29 strike on Japan from Iwo Jima. During this time she rescued one fighter pilot and the entire crew of a bomber that was forced to land in the sea.

During the course of the Pacific war, Cassin *won seven battle stars on the Asiatic-Pacific Area Service Medal.*—ED.

GREETINGS — Flower girl, Miss Mishima, welcomes CAPT R. Berthrong, CO, DD Squadron 19, as the squadron makes a goodwill visit to Iwakuni, Japan.



We Can't Win 'Em All

SIR: Your November issue mistakenly listed USS *Taussig* (DD 746) as an "E" winner in CRUDESLANT. The actual winner was USS *Joseph K. Taussig* (DE 1030). We don't mind the west coast ship receiving our mail occasionally, but our glory—never.

Incidentally, *Joseph K. Taussig* also won departmental awards in operations and weaponry. To add to this array, we were a runner-up for the Atlantic Fleet ASW trophy and we walked off with the biggest prize of all, the Marjorie Sterrett Battleship Fund Award for attaining the highest over-all competitive grade in CRUDESLANT for fiscal '62.

To heal our wounds, I think it only fitting that a picture of the "Fleet's Finest Ship" be included in an early issue of the "Fleet's Finest Magazine." —Grant J. Walker, LCDR, USN, Commanding Officer, USS *Joseph K. Taussig.*

• *We're quite embarrassed. As a matter of fact, our red faces would probably contrast nicely with the white "E's" painted on your ship. But if your copies of* ALL HANDS *aren't mistakenly sent to* USS Taussig *(DD 746), you will see a picture of your ship.*—ED.

The Bureau Needs to Know

SIR: Would you please clarify article C-5407(4) of the *BuPers Manual*? This article directs that one complete, intact copy of an officer's permanent change of station orders be forwarded to the Bureau of Naval Personnel. It states further that such copy shall include all modifications, corrections and endorsements, including final reporting endorsement.

Many commands I've served with require that all disbursing office entries—such as advance travel payments, issuance of TRs, amounts paid for dislocation allowance, etc.—be included. I can't see why this is required.

It takes a lot of manpower hours just to type these entries. The original copy of each officer's orders contains the disbursing entries. So does his pay record. Furthermore, a copy of the disbursing voucher on payment goes to the Navy Finance Center in Cleveland. Why to the Bureau?—R.F.D., YNC, USN.

• *For the answer, as is the* ALL HANDS *custom, we asked the Bureau official who knows about it. In this case, it just so happens the cognizant officer is an LDO (Admin.) who knows through practical experience exactly what you're talking about. Many's the hour, says LT F. S. Paine, Jr., that he's spent typing up disbursing entries on change of duty orders—and hating every minute of it. You have LT Paine's sympathy, and an explanation.*

At the Bureau, a running account of each active duty Navyman—officer and enlisted—is maintained in individual records. This file, of course, is in addition to the well-known service record you

carry from duty station to duty station. Each time you are transferred, ship over, receive a citation (good or bad), advance in grade, or are involved in just about anything that's worthy of notation, your command sends a copy to the Bureau.

An obvious reason for this is precaution. There's always a possibility your Fleet record could be lost in the course of travel. Many records are lost each year (misplaced at home, left in a seabag that disappears, etc.). Thanks to your Bureau record, which contains the same information, a new Fleet record can be made with no doubt about your all-important pay entry base date and duty qualifications and the myriad of facts and figures that go into your detailed service history.

It's true, as you say, that disbursing entries are recorded elsewhere. But, if a man is going to lose his service record, chances are good he'll lose his pay record along with it. The two, as you know, are both usually stowed in the familiar brown envelope you carry with you to your new duty station. And the original orders that you say contain disbursing notations could be lost just as easily. You normally carry those, too.

When you file a claim for underpayment, re-evaluation of bonus entitlement, mileage payment, etc., the Bureau needs quick reference to your pay history if your claim is to receive prompt processing. With your "second record" on hand, all the disbursing information that's necessary is at the fingertips of Bureau personnel.

Your Bureau record is the focal point of information about you. It's good policy, experience has shown, to have this information—including what you have or haven't been paid—in one nice, neat, tidy package.—ED.

Medal of Honor

SIR: I have been trying to learn what benefits are legally due to those who wear the Navy Medal of Honor.

I understand they are entitled to the salute of officers, extra pay and several other benefits and courtesies.

I would also like to know how many Medals of Honor were awarded during the first and second world wars and the Korean action. — A. G. C., YN2, USN.

• *A total of 28 Navy Medal of Honor awards were given for action in World War I, and 138 Navy Medals of Honor for World War II. Forty-nine more were awarded for the Korean conflict.*

The medal was authorized in 1861 and has been awarded a total of 966 times to members of the armed services.

Recipients of the Navy Medal of Honor are awarded a flight card which entitles them to fly free on armed forces aircraft within the continental limits of the United States.

This may not seem like such great shakes because space available travel privileges are customarily granted on board military aircraft to active duty personnel. However, the Navy Medal of Honor wearer has priority because he is entitled (by Secretary of Defense regulation) to be on the plane if space is available and is not just hitching a ride.

The card is especially handy after he leaves active duty, since only members retired with pay are normally entitled to these travel privileges.

When an enlisted MOH recipient transfers to the Fleet Reserve, he is entitled to an additional 10 per cent in his retainer pay.

Also, those who are awarded the Navy Medal of Honor for combat action are eligible to receive a tax-free pension of $100.00 per month for life when they reach age 50, even when still on active duty, and their sons, if qualified, are privileged to enter military academies regardless of quota vacancies.

Now we come to the old chestnut concerning officers saluting Medal of Honor winners.

We have said it before and we'll probably (sigh) say it again. The regulations governing saluting Medal of Honor winners are the same as the regulations for saluting those who do not wear the medal.

It is possible the idea that everyone must snap to attention when a Navy Medal of Honor wearer makes his appearance, may have sprung from the old Army ceremonies of honoring their Medal of Honor winners with a regimental or brigade parade.

During the parade, the recipient of the award stood beside the officer receiving the "pass in review" and, with the officer, returned the salutes of the company or unit commanders as they passed.

The idea might also have been started in connection with General George Washington's 1782 order concerning personnel wearing the Purple Heart Medal.

The order authorized recipients of the Purple Heart "to pass all guards and sentinels which officers are permitted to do." — ED.



A GOOD GROUP — The CO of USS Oklahoma City (CLG 5) poses with the members of his crew to whom he presented good conduct awards.

PLENTY OF PUNCH — Guided missile cruiser USS Topeka (CLG 8) has a lot of fire power on deck. She's flagship of Cruiser Destroyer Flotilla Three.



Tropical White Shirt

SIR: After considerable discussion by both the petty officer leadership council and the leadership board at this station, it was decided to write ALL HANDS, requesting comment on this question: What is the position of BuPers concerning the omission of the white shirt from the tropical uniform for enlisted personnel below CPO?

We are interested in informing all hands at this station of the Bureau's intent on the matter.—C.W., CWO, USN.

• *A change is forthcoming.*

The permanent Naval Uniform Board recommended at its last meeting that the tropical white shirt be designated as a part of the tropical white uniform for enlisted men below CPO. It also designated knee-length white socks to replace the regular black socks in the tropical white uniform.

These recommendations have been approved by the Secretary of the Navy and will be promulgated as a change to the "Uniform Regs" in the near future. Because of the optional status of the tropical uniform, particularly the tropical white shirt, this change was delayed until it was decided that the tropical white shirt would become a part of the required items of uniform, effective 1 Jul 1963.—ED.

The Correct Answer

SIR: I participated in the last Fleet-wide exam for proficiency pay. One of the questions asked me to indicate which of four enlisted rating abbreviations was correct (Pro-pay exam for DK2, Series 32). I had studied the officer and enlisted rank and rate abbreviations very thoroughly, and could tell at once that two of the four choices were correct. At the time the exam was prepared only one of the choices was correct but, due to a recent change in the enlisted rating structure, one of the other choices had also become correct.

In the case mentioned above, which answer is considered correct for exam purposes? I have had similar experiences in the past with other Fleet-wide exams, and am curious about the procedure involved in scoring questions with more than one right answer.—D.J.O., DK2, USN.

• *In the scoring of advancement and pro-pay exams, it is necessary that the most recently distributed official information be considered by the Naval Examining Center to insure that the scoring key is correct.*

Where more than one choice may be correct, the Examining Center either throws out the entire question or accepts either of the two or more possible correct answers. In all cases, the decision is based on insuring that equality is extended to all examinees.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• *Submarine Veterans of World War II*—A reunion is scheduled for 14, 15, and 16 June in Albion, Mich., for all Michigan state submarine veterans of World War II. For details, write to J. E. Lewis, 506 Burr Oak St., Albion, Mich.

• *Naval Aviation Cadet Class* 45/53—A reunion is planned for all who were attached to NavCad Class 45/53. For information, please write David A. Nelson, 10900 Chowen Avenue South, Minneapolis 31, Minn.

SALTY SEATS — Carriermen on board USS *Independence* (CVA 62) ride highline in nautical style during the carrier's cruise in Caribbean waters.



Change in Seavey Tested

SIR: In a recent issue of an unofficial Navy publication, an article appeared outlining a revised Seavey system in which orders to shore duty would be issued on a quarterly basis instead of the present once a year method. The article further stated that this system would be placed into effect in the near future.

I have not seen or heard anything about this proposal. Could you advise me of the present status of this proposed change?—R. J. P., YNC, USN.

• *The plan to conduct the sea duty survey three times a year (not quarterly) for the entire Navy was developed as a result of a recommendation of the 1962 BuPers Enlisted Personnel Conference held at Bainbridge, Maryland, in March 1962 among BuPers, Fleet and EPDO representatives. The recommendation was to divide the Seavey into smaller increments so that the individual, his sea duty command, and the EPDO could have firmer planning information as to when in the Seavey year the man could expect orders. One method of accomplishing this aim is now being done as a test, using the aviation ratings in Segment 3-62. For these personnel, the EPDO has told BuPers the month of the Seavey year in which transfer to shore duty is desirable and the BuPers distributor is attempting to meet that transfer date.*

At the present time, this method appears too unwieldy to apply Navywide, but further evaluation is required before a decision can be reached as to which method would be best.

In summary, the attitude in regard to the proposed change is caution and the earliest date of any change would probably be in 1964. — ED.

Service Craft Billets

SIR: For more than three years, I have been seeking assignment to a billet in yard and district craft either in the United States or overseas.

I have sent a formal request via the chain of command to EPDOPAC and had it returned approved with the notation that my name had been placed on the waiting list.

This is the most satisfaction I have received. Most of the other information I have received has been contradictory, so I am prevailing upon you to clarify the following points for me.

First. Who controls assignment of personnel to service craft billets and is such duty considered sea or shore duty —or is it in some special category?

Next. If there is a waiting list for these billets, on what basis are men selected from it? On the priority of their request, their seniority, sea duty base date, or are they selected at random?

Finally. Is it necessary for a man to

have a Craftmaster's NEC (BM 0162) before being selected for such duty and, if so, how does one get this NEC without being assigned to service craft? To the best of my knowledge, there is no school for training in this field.

I am sincerely interested in an assignment of this nature and have been led to believe there is a considerable need for Craftmasters in the Navy.

Any information you can supply will be greatly appreciated. – B. A., BM1, USN.

• *Possibly the reason for the confusion is that the billet you seek could be controlled either by* EPDOPAC, EPDOLANT *or by this Bureau. What applies to billets controlled by* EPDOPAC *and* EPDOLANT, *does not necessarily apply to billets controlled by the Bureau.*

We'll take your inquiry and answer it point by point.

First. EPDOPAC, *to which you applied, controls assignment to yard and district craft billets overseas, Pacific. The Bureau controls continental commissioned vessels.*

Although you seem interested principally in either Pacific or in the United States, for the sake of information, EPDOLANT *controls overseas assignment, Atlantic.*

This duty is considered sea duty unless it is performed in the Eleventh Naval District, where it is considered shore duty and gets its men from Seavey.

Next. There is no waiting list for BuPers-controlled billets and personnel are usually selected at random from Shorvey. However, if there is a billet available at the time a request is received from an individual on sea duty, he will be considered for assignment.

Finally. It isn't necessary to have a Craftmaster's NEC (BM 0162). There are some billets for BM1s who have no NEC requirements. We might add, however, that there is, at present, a particular need for 0162s for duty in COMONE, COMFOUR *and* COMFIVE.

You are correct in your assumption that there is no formal training for Craftmasters. The Navy acquires them through on-the-job training of men who are assigned to yard and district craft billets having no NEC requirements.

Since you have already applied to EPDOPAC, *you may wish to request a Bureau-controlled billet. For this you should not be on Seavey and, normally, you should have served two years in your present command and have at least 12 months of obligated service.* – ED.



SHIP SHAPE — Pacific Fleet greyhound, *USS Hollister* (DD 788), packing the latest in antisubmarine warfare gear, returns from operations at sea.

A Tender Subject

SIR: Your splendid publication dealt us "Able Auxiliaries" a body blow. I refer to page 32 of the October 1962 issue and the caption under AS (Submarine tender) which states we provide "limited supplies to subs." Forsooth!

I'm sure others will voice their disagreement, but we in USS *Nereus* (AS 17) are especially chagrined. We not only have the repair functions of ARs and ADs, but we're the subs' first port of call for all their needs. We're *the* sugar daddy for all their requirements, including pay, provisions, laundry, ship's store, clothing and small stores, cobbler, tailor, fountain, hardware, and accounting. If the 65,000 items we carry just to meet their requirements won't fill the bill, then we're the guys who see that the right man on the beach is notified and they get what they want when they want it.

When it comes to supply support for submarines we're about as "limited" as USS *Tuscarora*, so colorfully described on page 24 of the same edition.–E. C. Oldfield, Jr., CDR, SC, USN.

• *Thanks for setting us straight, Commander. It sounds as if sub tenders are almost as invincible as* Tuscarora, *but watch out for the straw bottom.*

Seriously though, we're always happy to hear from a Navyman with pride in his ship.–ED.

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A REPORT

THE HEART OF TODAY'S nuclear Navy is a highly complicated unit known as the nuclear reactor, which encloses all the equipment and material necessary to produce and control the process of nuclear fission. Each nuclear-powered ship has at least one nuclear reactor. Exactly how they work is classified. What they have done, however, is obvious.

- Nuclear-powered ships have almost unlimited steaming endurance at high speed.
- Nuclear propulsion does away with funnels, making room for big, powerful radar.
- Power is available upon command. It is not necessary to order "more boilers on the line" a half-hour before full power is desired. Heat is produced in the nuclear reactor and turned into steam and power with little delay. Reduction from full power to one-third or stop is equally responsive.

As nuclear navies go, the United States atomic fleet is big. On 4 Jan 1963, 31 nuclear-powered ships were in commissioned service.

The largest member of the nuclear-powered family is USS *Enterprise* (CVAN 65), the world's only nuclear-powered aircraft carrier.

ENTERPRISE was commissioned in November 1961. She is approxi-

USS SCULPIN (SSN 590) heads out.



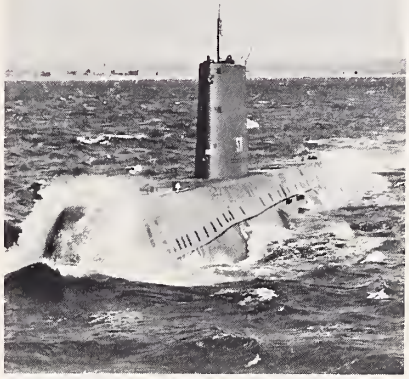
ON NAVY'S NUCLEAR FLEET

mately 1100 feet in length and 252 feet across the widest portion of her broad flight deck. Her full-load displacement is 86,100 tons. With her eight nuclear reactors, *Enterprise* can steam for years without refueling. Her cruising range is equivalent to many trips around the world.

The punch that *Enterprise* carries is comprised of 100 aircraft of various attack and fighter design.

The nuclear-powered guided missile cruiser USS *Long Beach* (CGN 9) was the first U. S. ship designed and constructed as a cruiser since the end of World War II. *Long Beach*, commissioned in September 1961, was one of the first surface ships to be armed with a main battery of guided missiles. She was also the first nuclear-powered surface fighting ship in the world.

Long Beach is fitted with a variety of missiles that can be used offensively or defensively against aircraft, surface or sub-surface units, or other missiles. Her design provides for an eight-missile *Polaris* surface-to-surface launcher which may be installed at some future date. The *Long Beach* vital statistics are as follows: Displacement, 14,000 tons (standard); length, 721 feet; beam, 73 feet; draft, 26 feet. *Long Beach* has two nuclear reactors for power. She operates with the Atlantic Fleet.



PIONEER—*USS Nautilus* (SSN 571) was the first nuclear-powered ship.

THE ONLY NUCLEAR-POWERED destroyer type ship is USS *Bainbridge* (DLGN 25). *Bainbridge* is officially listed as a nuclear-powered guided missile frigate. She was commissioned in October 1962, and now operates out of Charleston, S. C., with the Atlantic Fleet.

The guided missiles the DLGN carries consist of advanced *Terrier* surface-to-air missiles which can be fired from twin launchers mounted fore and aft. She also carries antisubmarine weapons and conventional 3-inch/50-caliber guns. Other statistics: Complement, 450 men; displacement, 6500 tons (standard); length, 564 feet; beam, 57 feet. *Bainbridge* is powered by two nuclear reactors.

THE WORLD'S PIONEER nuclear-powered ship is USS *Nautilus* (SSN 571), commissioned in September 1954. *Nautilus* is 320 feet in length and displaces 3180 tons (ssd)—standard surface displacement. She is designed to travel faster under water than on the surface. *Nautilus* introduced the bulbous bow for better underwater performance. She refueled for the first time in 1957.

In March 1957, the second atomic sub, USS *Seawolf* (SSN 575), was commissioned. *Seawolf* is larger than *Nautilus*, with a standard surface displacement of 3495 tons and length of 330 feet.

A second generation of SSN was introduced to the Fleet in December 1957, with the commissioning of USS *Skate* (SSN 578). Three other *Skate* class ships are *Swordfish* (SSN 579), *Sargo* (SSN 583) and *Seadragon* (SSN 584), commissioned in September 1958, October 1958, and December 1959, respectively. These four ships have a hull configuration similar to that of *Nautilus* and *Seawolf*, but are smaller, displacing 3282 tons (ssd) and measuring 268 feet in length.

An antisubmarine submarine is USS *Tullibee* (SSN 597), commissioned in November 1960. *Tullibee's*

ATOMS AWEIGH—Nuclear submen get the word. *Rt: USS Long Beach* was first Navy surface ship with A-power.



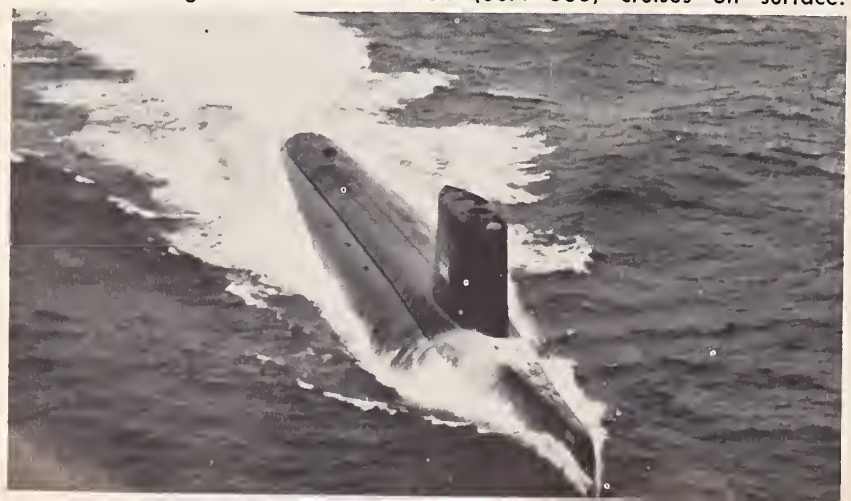




BIG BABY—*USS Enterprise* (CVAN 65) has eight reactors for go power. *Below:* Most recent member of the nuclear Surface Fleet is *USS Bainbridge*.



BIG FISH—King-size sub *USS Triton* (SSN 586) cruises on surface.





USS SKATE surfaces near North Pole.

standard surface displacement is 2175 tons. She measures 273 feet in length. In this hunter-killer, one of a kind, speed is secondary to maneuverability. Her design is based on the shape of a whale, with a bow configuration of teardrop form and diving planes that project from the sail.

ANOTHER ONE-OF-A-KIND is the cruiser type nuclear sub USS *Triton* (SSN 586), originally commissioned in November 1959, as a radar picket submarine (SSRN). *Triton's* standard surface displacement is 5900 tons, her length is 447 feet. She has two nuclear reactors for power, as compared to only one in other submarines. She was designed to serve as an early warning station, then reclassified to SSN in March 1961.

In January 1960, USS *Halibut* (SSGN 587) was commissioned. The bulky *Halibut* hull was designed primarily to provide a stable launching platform, rather than for speed or maneuverability. The ship displaces 3655 tons (ssd) and is 350 feet in length.

Six SSNs now in service are of the *Skipjack* class. These are *Skipjack* (SSN 585), *Sculpin* (SSN 590), *Scamp* (SSN 588), *Scorpion* (SSN 589), *Snook* (SSN 592) and *Shark* (SSN 591). These ships displace 2830 tons (ssd) and are 252 feet in length. Each has one nuclear reactor. Commissioning dates are as follows: *Skipjack*, April 1959; *Shark*, February 1961; *Scamp* and *Sculpin*, June 1961; *Scorpion*, July 1961; *Snook*, November 1961.



SKATE CLASS displaces 2382 tons.

The *Skipjack* types also have a streamlined hull based on the shape of a whale with a teardrop nose.

LEAD SHIP IN ANOTHER NEW SSN class is *Thresher* (SSN 593), commissioned in June 1961. *Thresher* has diving planes attached to her sail to improve maneuverability. Her torpedo tubes are set in both sides of the hull amidships instead of in her bow. *Thresher* is reportedly capable of diving deeper and running more quietly at high speed than any other U. S. sub.

SSN 594 was commissioned in mid-1962, with the name USS *Permit*.

USS *Plunger* (SSN 595), commissioned in November 1962, was originally intended to handle the *Regulus II* guided missile, but was completed as a non-missile type Fleet submarine. *Plunger* displaces 3750 tons (ssd) and measures 279 feet in length.

The 10 SSBNs carry 16 *Polaris* ballistic missiles which can be fired while the subs are submerged. The first to become operational were the five *George Washington* class—*George Washington* (SSBN 598), *Robert E. Lee* (SSBN 601), *Theodore Roosevelt* (SSBN 600), *Patrick Henry* (SSBN 599) and *Abraham Lincoln* (SSBN 602). They were commissioned in December 1959, September 1960, February 1961, April 1960 and March 1961, respectively. These five SSBNs are modified *Skipjacks*, with a 128-foot missile-launching section inserted. They have whale-shaped hulls, displace 5600 tons (ssd), and measure 382 feet in length.



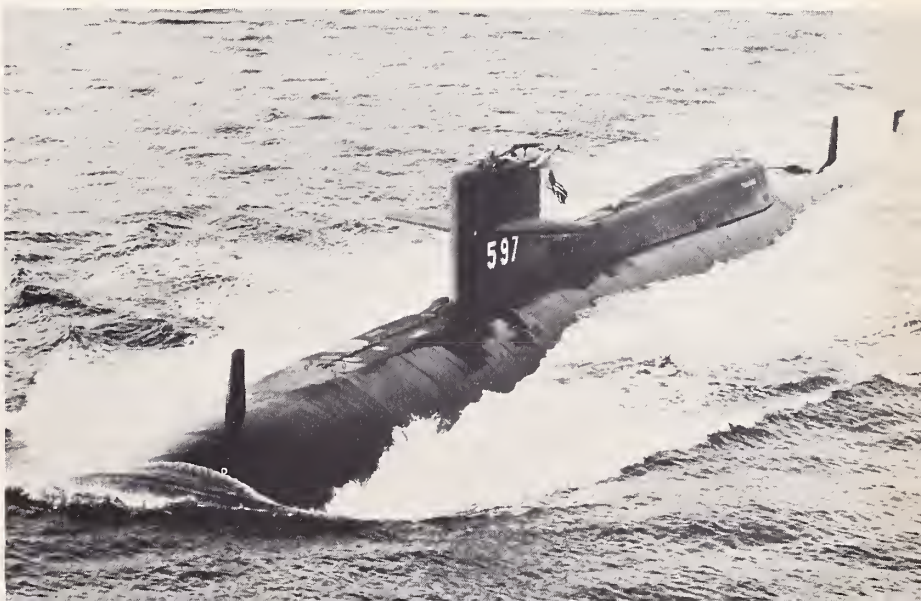
POLARIS PEOPLE of USS *George Washington* (SSBN 598) work on launching tube. *Below:* Missiles rest in forward launchers of USS *Long Beach*.



Larger than the *George Washingtons* are the five *Ethan Allen* class SSBNs, which displace 6900 tons (ssd) and measure 410 feet in length. These are *Ethan Allen* (SSBN 608), commissioned in August 1961; *Sam Houston* (SSBN 609), commissioned in October 1961; *Thomas Edison* (SSBN 610), commissioned in March 1962; *John Marshall* (SSBN 611), commissioned in May 1962; and *Thomas Jefferson* (SSBN 618), commissioned in December 1962. These five ships were specially designed to accommodate *Polaris* missiles.

— Dan Kasperick, JO1, USN

SUB SUB CHASER—USS *Tullibee* (SSN 597) is a submarine hunter.



Your Atomic



***BAINBRIDGE* (DLGN 25)**—Cammissianed the warld's first nuclear-pawered guided missile frigate 6 Oct 62, the 564-faat *Bainbridge* has advanced *Terrier* missiles, twa reactars, twa screws and a cruising range in hundreds af thausands af miles.



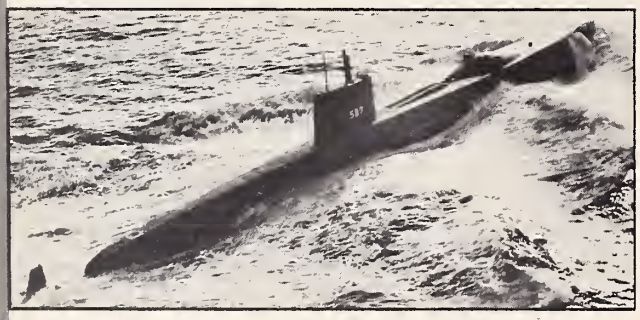
***LONG BEACH* (CGN 9)**—The first atamic surface fighting ship, the 721-faat (nuclear) guided missile cruiser, cammissianed 9 Sep 61, has twa reactars, twa screws. Designed ta aperate independently, she bears *Terrier* and *Talas* missiles.



***NAUTILUS* (SSN 571)**—Warld's first nuclear-pawered ship, cammissianed 30 Sep 54, this submarine has ane reactar, twa shafts. She flashed the histaric "Underway an nuclear pawer," 17 Jan 55, and was first ta sail under Pale, 3 Aug 58.



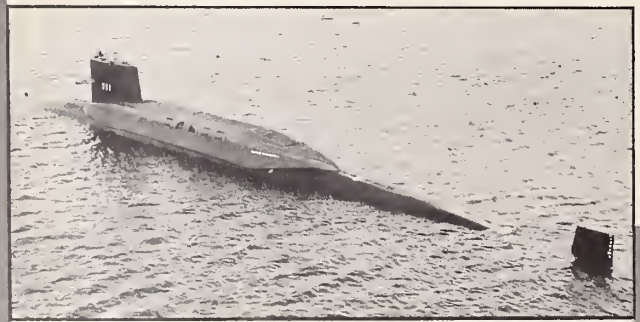
***SEAWOLF* (SSN 575)**—The warld's secand nuclear-pawered submarine, campleted 30 Mar 57 and recammissianed 30 Sep 60, this 330-faat sub brake recards in 1958 when it remained submerged 60 days, 13,761 miles in the Atlantic.



***HALIBUT* (SSGN 587)**—The Navy's first guided missile nuclear-pawered submarine, cammissianed 4 Jan 60, this 350-faat sub surface-fires the *Regulus* guided missile, is designed far launching stability rather than speed ar maneuverability.



***TRITON* (SSN 586)**—Warld's largest submarine when cammissianed 10 Nav 59, this 447-faat ex-radar picket submarine is anly ane with twa reactars. Designed mainly far surface speed, she circled the glabe submerged in 83 days in 1960.

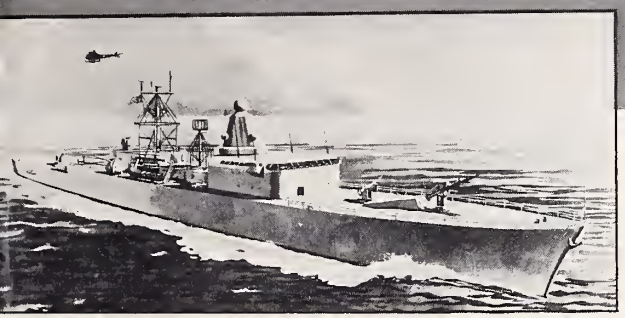


***GEORGE WASHINGTON* (SSBN 598)**—The Navy's first FBM sub, cammissianed 30 Dec 59, this 380-faat ship displaces 6700 tans. She flashed histaric *Palaris* test message, "Fram aut af the depths ta target — perfect," in July '60.



***ETHAN ALLEN* (SSBN 608)**—Cammissianed in August '61, this 410-faat FBM sub displaces 8000 tans submerged; is lead ship af its class. First FBM sub designed ta fire langer range *Palaris*, it has new hull design ta accammadate missiles.

Navy Today



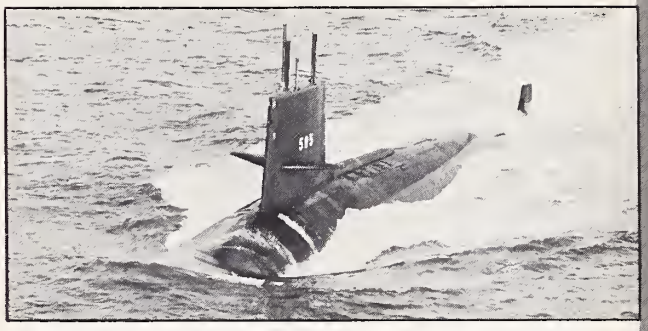
NUCLEAR-POWERED GUIDED MISSILE FRIGATE (DLGN 35)—Authorized under fiscal '62 shipbuilding program, this ship will disploce 8000 tons fully loaded and have onti-air capobilities of a whole task force of its predecessors.



***ENTERPRISE* (CVAN 65)**—The world's longest ship, this nucleor-powered ottack oircraft carrier, commissioned November '61, has 8 reactors, can cruise for extended periods, hos more firepower from embarked aircraft thon WWII PacFleet.



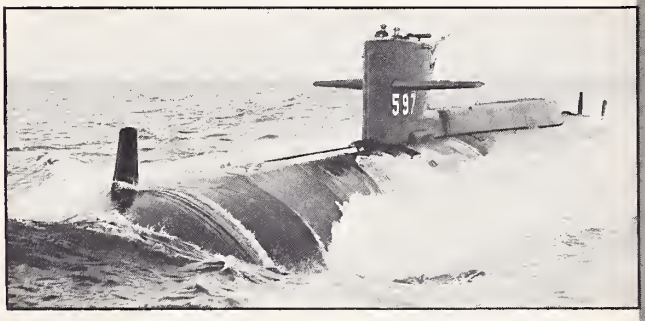
***SKATE* (SSN 578)**—First nuclear-powered attack submarine, commissioned 23 Dec 57, *Skate* was second to sail under the Pole, 11 Aug 58; first to surfoce ot Pole, 17 Mor 59. The 268-foot sub con cruise submerged in excess of 20 knots.



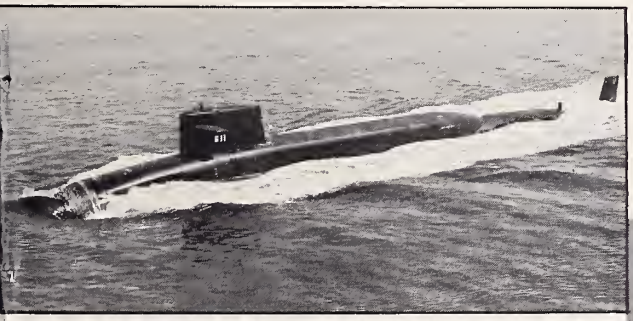
***SKIPJACK* (SSN 585)**—First of its class, this 252-foot nucleor-powered attack submorine, commissioned 15 Apr 59, hos Albacore hull, teordrop nose, diving plones on sail and increosed maneuverobility. She is the world's fastest sub.



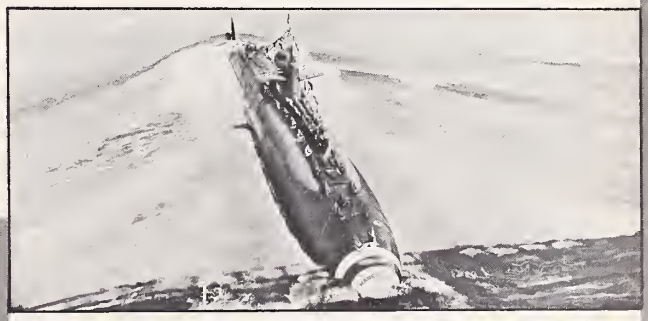
***THRESHER* (SSN 593)**—First of its class of attack submarines, the 279-foot *Thresher*, commissioned 30 Jun 61, could dive deeper and run more quietly thon any U.S. submarine to that time. Her submerged displacement is 4300 tons.



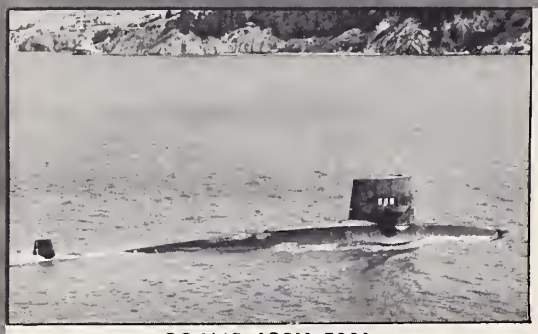
***TULLIBEE* (SSN 597)**—Commissioned the Navy's first small nuclear attack submarine, 9 Nov 60, this 273-foot sub displaces 2600 tons submerged. Designed to locote enemy subs, she corries more detection gear than all WW II U.S. subs.



***JOHN MARSHALL* (SSBN 611)**—Commissioned 24 Moy 62, this *Ethan Allen* class FBM sub hos Blue and Gold crews of 100 which change places every 2 months. She hos more firepower than the total expended in WW II and Koreo.



***ANDREW JACKSON* (SSBN 619)**—One of the new *Lo*-fayette (SSBN 616) class 2500-mile *Polaris* subs (largest ever), launched 15 Sep 62, this 425-footer has over 8000-ton displocement and new comportments—a gym ond study hall.



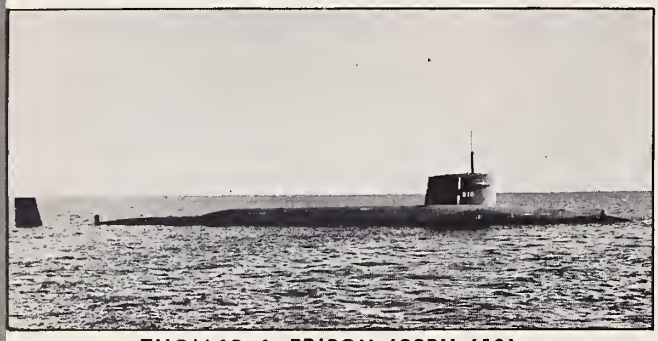
SCAMP (SSN 588)



SCORPION (SSN 589)



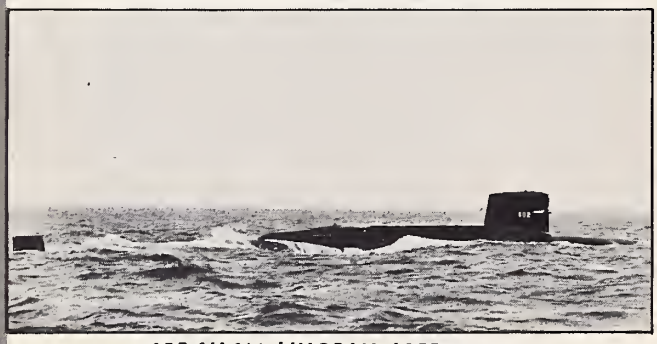
BAR



THOMAS A. EDISON (SSBN 610)



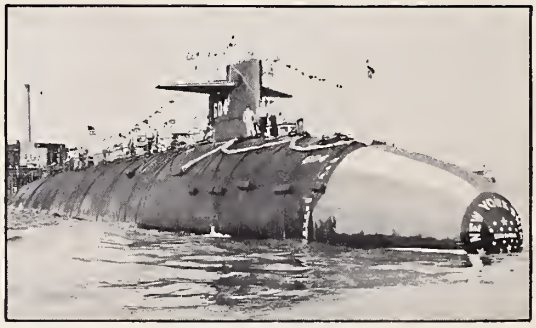
PATRICK HENR



ABRAHAM LINCOLN (SSBN 602)



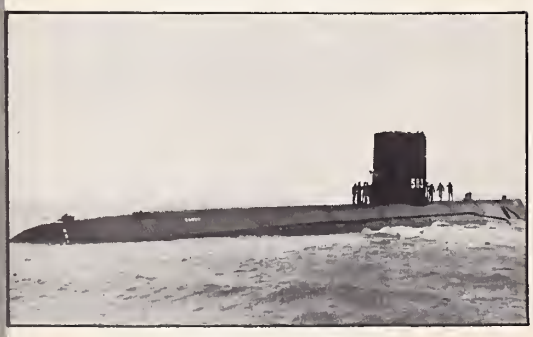
TINOSA (SSN 606)



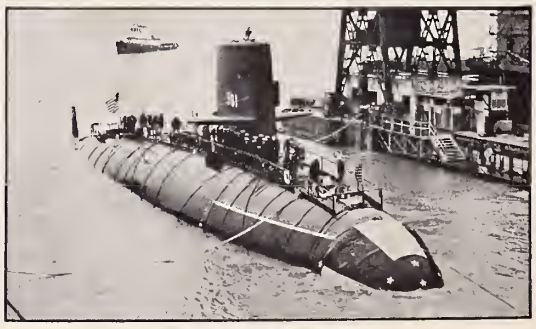
HADDO (SSN 604)



PERMIT (SSN 59



SARGO (SSN 583)



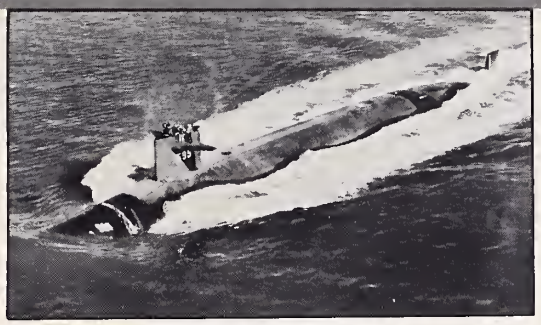
SHARK (SSN 591)



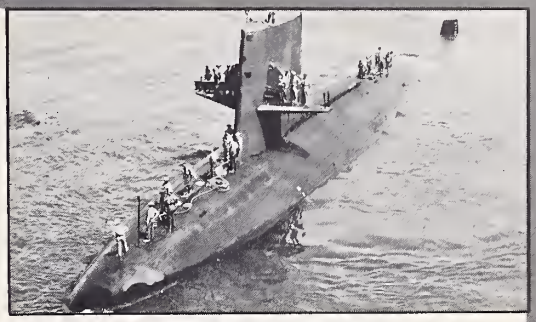
SNOOK (SSN 59



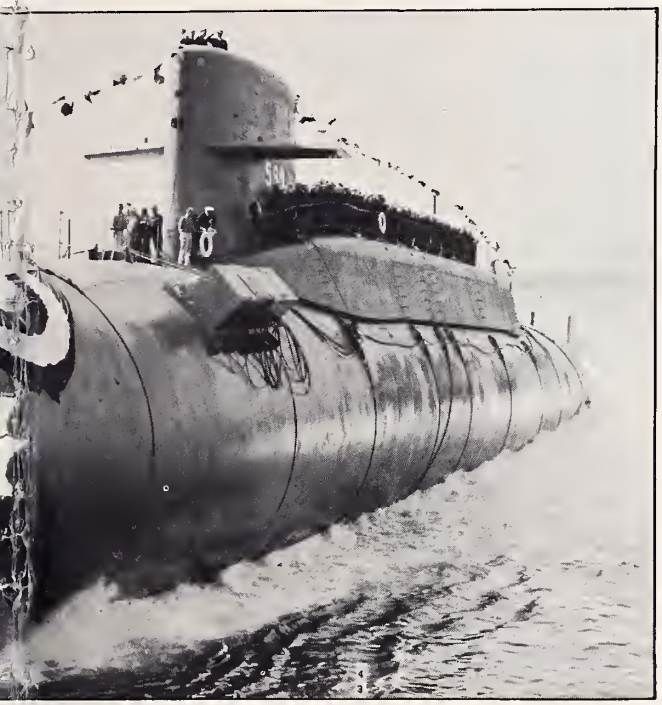
SSN 596)



PLUNGER (SSN 595)



SCULPIN (SSN 590)



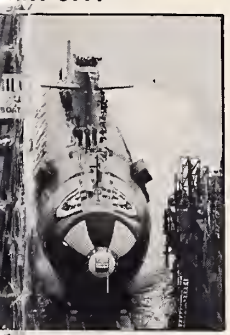
SBN 599)



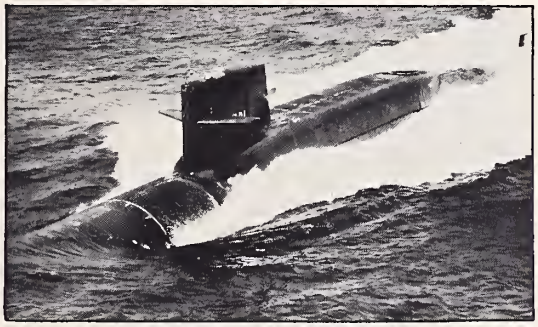
SWORDFISH (SSN 579)



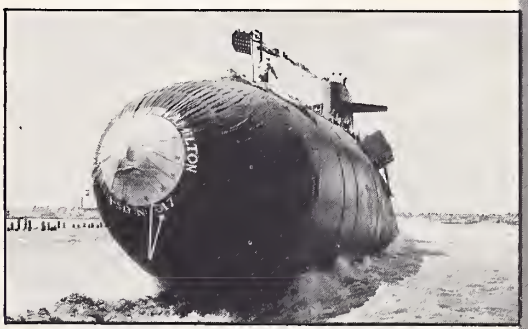
SEADRAGON (SSN 584)



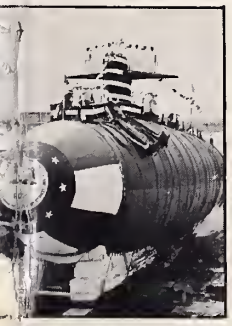
AFAYETTE (SSBN 616)



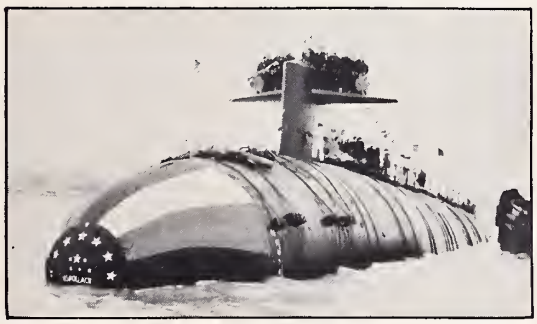
ROBERT E. LEE (SSBN 601)



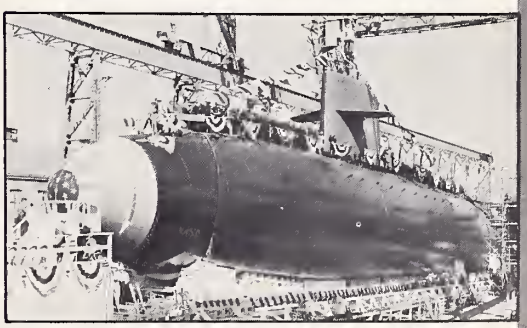
ALEXANDER HAMILTON (SSBN 617)



DACE (SSN 607)



POLLACK (SSN 603)



THEODORE ROOSEVELT (SSBN 600)

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



FLOATING CLASSROOM — *YP 655* is one of several patrol craft used in teaching seamanship and navigation at the U. S. Naval Academy.

Caribbean Aviation Command

The Navy has established a new aviation command in the Caribbean.

Effective last December, Commander U. S. Naval Air Bases, 10th Naval District (COMNABTEN), began to exercise military command over the air shore activities within the 10th Naval District.

RADM Allen Smith, Jr., USN, became the first COMNABTEN, with headquarters at San Juan, Puerto Rico. He serves in that capacity in addition to his duties as Commander, Caribbean Sea Frontier; Commandant, Tenth Naval District; and Commander, Antilles Defense Command.

Activities assigned to the command of COMNABTEN are: U. S. Naval Air Station, Guantanamo Bay, Cuba; U. S. Naval Station, Roosevelt Roads, Puerto Rico; and U. S. Naval Station, Trinidad, West Indies.

Hipelephant at NOTS

In recent months the U. S. Naval Ordnance Test Station range at San Clemente Island, 70 miles west of San Diego, Calif., has been an excavation site of the Los Angeles County Museum. Uncovered, among other things, were fossils of a hippopotamus-type animal the size of an elephant, with short, stubby legs, thick body and large head with tusks.

Paleontological conclusion: The "hipelephant," a species new to science, roamed about the surface of the earth 15 million years ago.

YESTERDAY'S NAVY



On 1 Feb 1941 the United States Fleet was reorganized. The old Atlantic and Pacific Fleets were revived. Asiatic Fleet remained unchanged. On 1 Feb 1942 two U. S. carrier task forces and a bombardment group attacked islands in the Marshalls and Gilberts. On 1 Feb 1944 the command, Amphibious Forces, Pacific Fleet, was established. On 2 Feb 1944 the islands of Roi and Namur in the Marshalls were secured. On 7 Feb 1944 Kwajalein Atoll was declared secured. On 20 Feb 1942 USS *Swordfish* (SS 193) evacuated President Quezon and other Philippine officials from Luzon.

Deep-Diving Sub

A small, deep-diving submarine to be used for experimental purposes, *Dolphin* (AGSS 555), is under construction at Portsmouth, N. H. The keel for the new type submarine was laid in November.

Dolphin will provide engineering data which can be used in future development and design of larger deep-diving combatant submarines. She will be used for advanced weapons evaluation and acoustic and oceanographic research. She also will be used by the operating forces as a medium speed, deep depth target for training purposes.

The 200-foot long *Dolphin* will displace about 1000 tons. Because of emphasis on critical weight reduction, it will be necessary to use lightweight materials such as plastics and aluminum to a greater extent in *Dolphin* than in previously built submarines. Habitability and endurance, along with radar and communications equipment, are being given secondary emphasis.

Commissioning has been scheduled for early 1964.

Washington's Second Birthday

USS *George Washington* (SSBN 598), the Navy's first fleet ballistic missile submarine, has observed her second anniversary of regular Fleet patrol.

She was commissioned 30 Dec 1959. On 20 Jul 1960, she made the first undersea *Polaris* missile launch from a submarine. Approximately three hours later, she followed with a second submerged firing.

Additional tests proved that *George Washington* was ready, and she and her 16 *Polaris* missiles were placed on regular patrol.

Since *George Washington*, eight additional fleet ballistic missile submarines have been commissioned. Five other *Polaris* submarines have been launched and under the present building program others will continue to go down the ways at the approximate rate of one per month until a total of 41 FBM subs are operating with the Fleet.

Amphibious Assault Ships

Amphibious assault ships (LPH) are named for battles or operations in which Marine Corps forces made history. The name to be assigned to LPH 9 is *Guam*.

Like other LPHs, she is designed to embark, transport and land troops and their equipment by helicopters, in the concept developed by the Marine Corps called vertical envelopment.

Guam will be the fourth amphibious assault ship to be built as such from the keel up. Two others, USS *Iwo Jima* (LPH 2) and USS *Okinawa* (LPH 3), are operating with the Atlantic Fleet. *Guadalcanal* (LPH 7) is still under construction at Philadelphia, Pa.

Guam's keel was laid last November. She is designed to carry 2000 assault troops in addition to a crew of 900.

She can carry either 20 large CH-37C amphibious transport helicopters or 30 light UH-34D *Seahorse* helicopters.

Three converted *Essex* (CV) classes and one converted escort carrier (CVE) are in commission: USS *Boxer* (LPH 4), former CV 21, is operating with the Atlantic Fleet; USS *Princeton* (LPH 5), former CV 37, Pacific Fleet; USS *Thetis Bay* (LPH 6), former CVE 90, Atlantic Fleet; and USS *Valley Forge* (LPH 8), former CV 45, Pacific Fleet. (The designation LPH 1 was assigned to *Block Island* (former CVE 6), but the conversion was canceled.)

Guam is scheduled for launching in February 1964.

DDG Named for Marine Hero

The guided missile destroyer USS *Berkeley* (DDG 15) was commissioned in mid-December at the U. S. Naval Base, Philadelphia, Pa.

A *Charles F. Adams* class DDG, *Berkeley* is named in honor of the late MGEN Randolph C. Berkeley, USMC, a 40-year Marine who won the Medal of Honor at Vera Cruz in 1914.

Four hundred and thirty-seven feet long, and displacing 4500 tons fully loaded, *Berkeley* carries both the *Tartar* surface-to-air guided missile and *Asroc*, plus antisubmarine torpedoes and two 5-inch/54 rapid fire guns.

She is scheduled to join the Pacific Fleet early in 1963, and will be homeported at Long Beach, Calif.



BACK AGAIN — *HHMS Navarinon* of the Greek navy enters familiar waters of San Francisco harbor where she formerly sailed as *USS Brown* (DD 546).

DDs Loaned to Hellenic Navy

The Royal Hellenic Navy destroyers HHMS *Thyella* and *Navarinon* were in familiar waters when they steamed under the Golden Gate bridge for a visit to San Francisco last October. For nearly 20 years the former Pacific Fleet destroyers had operated in and out of west coast ports under the names USS *Bradford* (DD 545) and USS *Brown* (DD 546). The destroyers were transferred on loan to the Royal Hellenic Navy last year under provisions of the U. S. Military Assistance Program.

Both are *Fletcher* class destroyers measuring 376 feet in length and displacing 2100 tons (standard displacement). Both were constructed in San Pedro, Calif., and commissioned in the summer of 1943. And, the two DDs have been constant steaming companions since World War II, a togetherness of sorts that over the years resulted in friendly competition between the crews and has carried over to the Greek navymen who now man the two destroyers.



FRIENDLY NOTE — Members of the 12th N.D. ET School Band entertain destroyer men of the Royal Hellenic Navy visiting San Francisco, Calif.



LEG WORK—Hydrofoil seaplane takes off on successful run during experiments conducted by Navy with a Coast Guard JRF-5 seaplane.

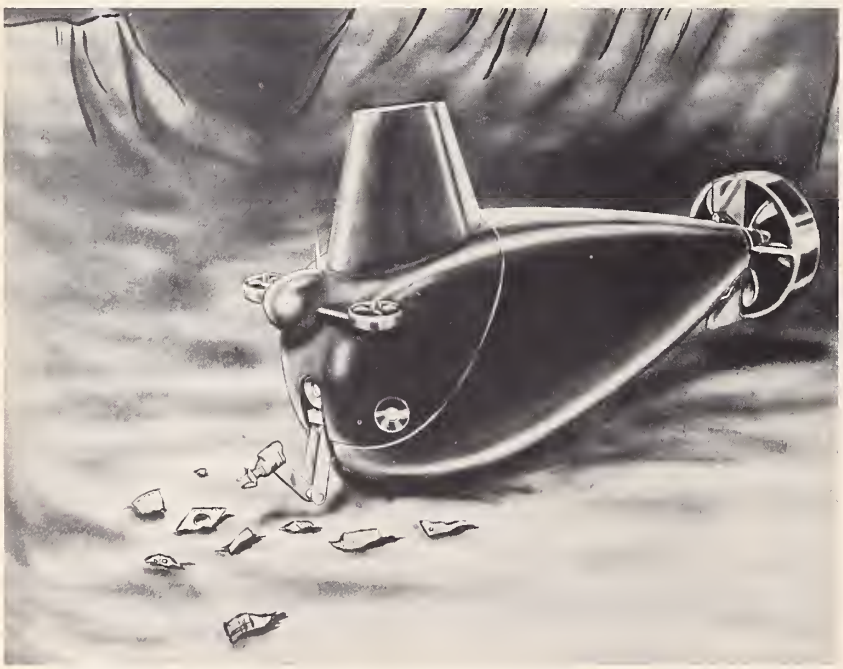
Learning More about the Ocean

The Navy has awarded two multi-million dollar research contracts dealing with marine physics and underwater ordnance.

One, granted by the Office of Naval Research to the University of California, is a continuation of an already four-year-old program of research into marine physics. Overall aim of the program is to investigate the "generation, propagation and detection of energy" in the ocean and, where appropriate, to bring the results of these investigations to bear on Navy problems.

Principal areas which will be researched under this current phase of the contract, to be administered by UCal's Institution of Oceanography at San Diego, include sound transmission in the ocean; characteristics of the ocean floor; geomagnetism; physical characteristics of the ocean; acoustic equipment for antisubmarine warfare, and vehicles or equipment for oceanographic research.

The second contract was awarded by the Bureau of Naval Weapons to the University of Washington, Seattle, Wash., for continued research and development in the field of underwater ordnance. Work will be performed by the university in Seattle.



OUT OF THIS WORLD—Drawing shows two-man undersea research craft being built for the Navy. It will be homeported aboard oceanographic ships.

Orion, ASW Patrol Bomber

The Atlantic Fleet's Operational Test and Evaluation Force and the Norfolk, Va.-based Air Development Squadron One have been checking out a fitted, flying version of the new P-3A *Orion* antisubmarine patrol aircraft. The plane, known to airdales as the P3V-1 before the aircraft redesignations of last December (ALL HANDS, January 1963), was having her ASW weapons system evaluated on the East Coast, with on-the-job training flights taking her as far as Hawaii (approximately 5000 miles from Norfolk).

In early December the *Orion* was flown from Norfolk to NAS Barber's Point, Hawaii, via NAS North Island, Calif., by 11 AIRDEVRON One crewmen and seven T & E Force officers (including RADM Charles K. Bergin, USN, Force Commander). For three days the plane played catch-me kill-me with Pacific Fleet submarines, after which she was flown non-stop back to Norfolk (in 11 hours and 50 minutes) for a thorough check of her navigational system.

DD Chalks Up 19 Years

Navymen on board USS *Allen M. Sumner* (DD 692) celebrated their ship's nineteenth birthday on the 26th of January. They claim she is the oldest continuously active destroyer in the United States Fleet.

Sumner wears nine campaign ribbons on her bridge with battle stars on her Pacific Theater and Korean Service ribbons.

She is the mother of the *Sumner* class destroyers built in 1944 to combat the Japanese *Terutsuki* class destroyers.

During the Second Battle of Leyte in 1944, *Sumner* destroyed six enemy planes and two enemy ships, including a *Terutsuki* destroyer.

Sumner is now operating with the Second Fleet and is homeported at Mayport, Fla.

She completed her FRAM II conversion last December, which will probably ensure the continued presence of DD 692 for several more years.

Editor's Note: Destroyermen who are about to pen a big ha-ha to *Sumner's* claim—for example, on the basis that USS *Fletcher* (DD 445) was commissioned on 30 Jun 1942—would do well to reread the words "continuously active" in the second sentence.

USS *Fletcher* was out of commis-

sion from 15 Jan 47 to 3 Oct 49 which takes her out of the continuously active class.

Isle Royale Returns to Duty

"Ready to tend ships."

It was, at first glance, a routine Navy message. Sent recently from the Long Beach-based destroyer tender USS *Isle Royale* (AD 29) to the destroyer USS *Maddox* (DD 731), it notified that veteran CRUDESPAC tincan to come alongside for availability.

It could have been routine—but it wasn't. That brief message signaled the end of nearly 17 years of waiting for a 17,000-tons-plus mother hen which has known the frustration of sitting on an empty nest since early 1946. *Isle Royale*, at long last, was getting a chance to do the job she had been built to do.

AD 29's long odyssey of inactivity began with her original commissioning in March 1946. She was spanking new and hot to tend—but World War II was over, and the Navy didn't need as many destroyer tenders any more. For *Isle Royale*, as for many another Navy ship at that time, it was into inactive reserve status and mothballs—her brief history ended before it ever got started.

So the years went by, while *Isle Royale* just sat. Most of that time she just sat at Long Beach, but some years back she did get a chance to get her skirts wet—if only for a few hours. They hooked her onto a fleet tug and towed her to San Diego—but there too she just sat, wrapped up in her whitish-gray cocoons.

Then, in January 1962, there commenced a year exciting enough, after all that peace and quiet, to give the old girl palpitations of the diesel. The Navy had decided to replace the veteran tender *Hamul* (AD 20)—and *Isle Royale* was ticketed to fill the bill.

A towing crew from *Hamul* moved aboard her, and prepared her for the trip back to Long Beach. Then, for the next several months, *Hamul* crewmen swarmed over her from stem to stern, removing some of her old machinery and other outdated items, installing new machinery, and preparing her living spaces for the day when her entire new crew would move aboard. That day came in early June, when *Hamul* was decommissioned and *Isle Royale* became a commissioned Navy ship once again.

It wasn't the end of the excitement in store for *Isle Royale*, though.



COOL COMMAND—Deep Freeze Navymen stand formation in —33 degree weather as RADM James A. Reedy assumes command of the South Pole TF.

Isle Royale immediately moved into the Long Beach Naval Shipyard, where, during the following four months, shipyard workers gave her a two-million-dollar face lifting that would fit her to care for today's modern destroyers.

Next came an intensive four-week shakedown/refresher training period under the auspices of the Fleet Training Group, San Diego. Then it was back to Long Beach—and it was there, on 7 Dec 1962 (a singularly appropriate date) that *Isle Royale* proudly flashed the message she had been waiting so long to send.

Norfolk's Supply Center

The legend, "Service to the Fleet," painted in huge letters across each end of the Naval Supply Center's headquarters at Norfolk, Va., had a real meaning for those ships taking part in the quarantine of Cuba.

The Naval Supply Center was the primary supply activity involved in keeping the ships of the quarantine supplied with everything from food to fuel to ships' equipment repair parts.

Before the quarantine, slightly more than 12,000 items were issued each day. During the quarantine, the number of these issues climbed to an average of more than 17,000, and on some days more than 20,000 issues were made.

Simultaneously, the Supply Center had a 178 per cent increase in hotline issues, those for which delivery is required in a matter of a few hours.

On the Supply Center's piers, where supply ships are loaded before replenishing Navy ships at sea, the workload was up 52 per cent over the previous year's average. Almost six million cubic feet of goods were loaded out during October. Of this, food alone accounted for a daily average of 133,000 cubic feet.

DECKED OUT—Nuclear powered *USS Enterprise* (CVAN 65) cruises Atlantic with aircraft lined up on deck.





TESTING—Navy's new type of propulsion system (*Hybrid*) for rockets makes a test run. It uses a combination of both solid and liquid fuels.

Sherman and *Sherman* Meet

In Naples, Italy, crew members of the Sixth Fleet's uss *Forrest Sherman* (DD 931) and students of the Forrest Sherman dependents school have exchanged visits. The school, administered by the Naval Support Activity in Naples, was established in November 1951 for children of U. S. military and civilian workers assigned to NATO. The destroyer was commissioned in November 1955.

Forrest Sherman students toured the DD and participated in a cake-cutting ceremony. Representatives of the ship then visited the school and presented a student body assembly with a bronze bust of the late Admiral Sherman, onetime Chief of Naval Operations (November 1949 to July 1951), after whom both school and ship were named.

Boston Sends Gifts via *Boston*

The men of uss *Boston* (CAG 1) were the instruments of spreading good will from the people of Boston, Mass., to the people of the Mediterranean area during their ship's deployment with CRUDESFLOT 10.

In Salonica, Greece, *Boston's* sailors presented a gift of hospital beds, blankets, bed tables, a steam sterilizer, surgical instruments and stainless steel equipment—made available through the generosity of five hospitals in Boston.

Before her return to homeport in March, *Boston* will also have presented similar gifts to other hospitals in the Mediterranean area on behalf of the gifts' donors as a part of her People-to-People program.

Henry Clay Launched

The Fleet ballistic missile submarine *Henry Clay* (SSBN 625) was launched in November at Newport News, Va.

The *Polaris*-firing submarine is named for the Kentucky statesman who served a long career in the U. S. House of Representatives and Senate. He died in 1852.

The keel of the *Lafayette*-class submarine *Clay* was laid 23 Oct 1961. She is 425 feet long, has a 27-foot, nine-inch beam, and will displace 7250 tons.

Two PT Boats Activated

Two Navy patrol torpedo boats, *PT 810* and *PT 811*, were reactivated in December and assigned to the Atlantic Fleet Amphibious Force. Redesignated *PTF 1* and *PTF 2* (for patrol torpedo boat, fast), they are based at Little Creek, Va., for special operations with the Navy's Sea-Air-Land (SEAL) teams.

SEAL teams conduct unconventional and paramilitary operations and train men for allied nations in their techniques.

The two PT boats had their tor-

The Three Faces of Clamagore

Times and underseas tactics have changed radically over the past 17 years—and so, naturally, have submarines.

Take uss *Clamagore*, for example. The men who designed, built and first served in *Clamagore* back in 1945 would hardly recognize her today, were it not for the telltale number 343 painted on her sail.

When first launched *Clamagore* cast a typical World War II-style submarine silhouette, easily distinguishable by the deck guns mounted fore and aft of the bridge, and a clipper bow Then in 1948, she got her first face lifting. At the U. S. Naval Shipyard, Philadelphia, she was modified into a Guppy II-type, complete with the then newly developed snorkel system.

Fourteen years and a lot of water over the bridge later, still more change was indicated. As one of the old-style submarines selected for conversion under the FRAM (Fleet Rehabilitation and Modernization) program, *Clamagore* was drydocked at the Naval Shipyard, Charleston, S. C.

During her five-month stay at NSY Charleston, *Clamagore* was cut completely in two, and a brand-new section was inserted amidships. Some results: She grew 15 feet in length and gained some 55 tons in weight in adding the space necessary to house the modern equipment (including advanced electronic and communications systems) and new weapons available to today's submarines. There's increased habitability (living space) too, plus added fuel capacity. In addition, when equipment was placed back aboard following the overhaul, it was done according to the "human engineering" concept—in other words, so located as to be most easily accessible to the operators who use it.

Recommissioned as a Guppy III in mid-October, SS 343 is now back in service, fit and ready to provide more years of efficient service to the Fleet. She's scheduled to leave Charleston's "Swamp Fox" Squadron early next summer to join SUBRON TWO homeported at New London, Conn.

For more on *Clamagore*, and its name, see the January 1963 issue of ALL HANDS, page 30.

pedo tubes removed during overhaul, which decreased their weight, but increased their speed to about 45 knots.

The World War II 20- and 40mm guns were retained for surface and anti-aircraft action.

PTF 1 and *PTF 2* are the only PT boats in active service with the Navy.

Plastic Sail for Submarine

USS *Gudgeon* (SS 567) strutted a new plastic superstructure and sail during a short visit to Vancouver, British Columbia, last fall.

The plastic modifications were the result of a four and one-half-month overhaul at the Pearl Harbor Naval shipyard.

The new sail will be quieter at high speeds and will resist corrosion, and therefore will require less maintenance than its aluminum predecessor.

Plastic sails were pioneered by USS *Halfbeak* (SS 352) on which one was installed in 1953. Nearly 10 years later, *Halfbeak*'s sail is still in excellent condition.

Columbus Is Back

Out of the yards and back in service after more than two years of major conversion work is USS *Columbus*. In the conversion process, which was conducted at Bremerton, Wash., the former heavy cruiser (commissioned CA 74 in 1945) received an over-all face lifting, the most noticeable aspect of which was the removal of her guns and superstructure, and the addition of a variety of guided missile and antisubmarine weapons. Appropriately, her new designation is guided missile cruiser (CG 12).

Columbus is still powered by four boilers, each capable of producing up to 30,000 shaft horsepower. Otherwise, she's pretty well changed, even in her engineering department (which operates the boilers that haven't changed).

In pre-conversion days, the *Columbus* engineering watches were stood in the forward engine room, or Main Control, a cramped, hot, noisy compartment containing a myriad of dials, gauges and valves, and always lots of action.

Now, *Columbus* has a centralized engineering watch area known as the Central Control Station—in a quiet area of the ship.

Central Control is equipped with dial and gauge indicators that report on various functions of the engineering plant and its components. The status of any piece of equipment or situation is seen at a glance by trained observers. There, engineering department watch officers control not only the ship's main power plant, but also electricity, heat, power, lights, water and air conditioning. The engineering officer, main propulsion assistant and electrical officer have convenient desks opposite the main control panels.

Also, Central Control has taken over functions of the ship's Damage Control Central with the addition of a damage control "brain" that decides how best to cope with fires, explosions, and battle damage. The damage control assistant and a number of telephone talkers are stationed in Central Control near the engineering watch officer. The talkers maintain contact with damage control parties located throughout the ship.

In front of each talker, display panels relay continuous pictures of conditions in parts of the ship for which the talkers and their corresponding damage control parties are responsible. The damage control assistant thus has an instantaneous picture of conditions throughout the ship without leaving Central Control.



SEVEN COME ELEVEN—Gasoline tankers USS *Elkhorn* (AOG 7) and USS *Tombigbee* (AOG 11) are moored side-by-side at Pearl Harbor, Hawaii.

WAY OUT EAST — USS *Hancock* (CVA 19) and USS *Madox* (DD 731) take on fuel from USS *Mattaoni* (AO 41) during maneuvers in South China Sea.



SERVICESCOPE

Brief news items about other branches of the armed services.

PROJECT STARGAZER, an Air Force undertaking with high ideals, has reached a near climax 87,000 feet over New Mexico. Air Force Captain Joseph W. Kittinger, Jr., and civilian scientist William C. White, riding in a balloon carrying a stabilized telescope, reached that height during the final stage of the project conducted by the Air Force's Office of Aerospace Research.

The main purpose of the experiment is to determine how manned balloon observatories should be designed, built, staffed and operated. This information will be valuable if unmanned balloon and satellite systems are unable to produce all of the astronomical information scientists need.

Astronomers have been limited in their ability to search the universe because the earth's atmosphere distorts the visible light that passes through it. This is what causes stars to twinkle. Wind currents also hinder observations by causing star images to wander.

At maximum altitude, Kittinger and White were above 90 to 95 per cent of the earth's atmosphere. This means that their balloon-mounted telescope was able to see through a window to the heavens not open to astronomers at ground level.

The telescope has a gyroscopic-electronic stabilization assembly that holds it steady with respect to the stars despite swaying and turning of the gondola slung beneath the balloon. In addition, it provided the men with an automatic means of maneuvering the telescope so it could be pointed—and remain pointed—at any stars they wished to observe.

The gondola used was an aluminum cylinder, 13 feet high and seven feet in diameter. While in flight, Kittinger and White did not look through the 12½-inch telescope mounted on top of the gondola. Instead, direct observation was done through a small tracking telescope linked to the larger one.

★ ★ ★

THE U. S. ARMY has sent its *Nike Zeus* anti-missile missile outside the atmosphere and maneuvered it with controlled blasts of rocket exhaust in a successful firing test on the Pacific Missile Range.

Launched from Point Mugu, Calif., the 48-foot missile received and executed, at extremely high altitudes, control command issued by ground guidance elements of the system installed near the launch site.

The missile's third stage rocket motor, used to maneuver the missile's warhead outside the atmosphere with rocket exhaust, performed as expected during the test.

The missile and ground elements of the system involved in the test also performed satisfactorily.



USCG CUTTER *Courier* (WAGR 410) has relayed Voice of America programs to Eastern Med countries since 1952.



BACK TRACKING — U. S. Marine Corps tracked vehicle known as *Ontos* is backed up ramp into USAF turbo-jet.

★ ★ ★

THE AIR FORCE has added more *Atlas F* ICBMs to its rapidly growing mixed force of intercontinental missiles and manned bombers by placing its ICBM launching site at Walker AFB, Roswell, N. Mex., in operational status.

The new ICBM facility, embracing a total of twelve *Atlas F* complexes, is manned by the Strategic Air Command's 579th Strategic Missile Squadron.

At Walker, as at other *Atlas F* ICBM launch sites, the missiles are deployed in hard steel and concrete silos sunk 175 feet under the earth, where they are protected against all but a direct nuclear blow. In minutes, the missiles can be fueled, raised to the surface by an elevator launcher, and fired against targets more than 6300 miles away.

Other operational *Atlas F* sites are located near Schilling AFB, Salina, Kans.; Altus AFB, Okla.; Lincoln AFB, Lincoln, Neb.; and Dyess AFB, Abilene, Tex. Still another, at Plattsburgh AFB, Plattsburgh, N. Y., is nearing completion.

★ ★ ★

THE ARMY CALLS IT a PATA vehicle. PATA stands for "plenum air tread amphibian." The vehicle has been through the theoretical stage and the preliminary experimental stage, using a one-man scaled model, and is now ready for advanced study using a larger test vehicle.

The new test PATA is expected to travel at 50 miles an hour on smooth surfaces and 30 miles an hour in water. It will be designed to climb a 60 per cent grade and to operate on a 30 per cent side slope. Its payload will be about 3000 pounds—one pound for each pound of vehicle weight.

The Army hopes to use PATA as an amphibious re-



A DRAWING SHOWS unmanned glider, a new version of the Flexible Wing System, being towed by Army helo.

supply lighter, a personnel carrier, a litter transport, missile carrier and Arctic and desert exploration vehicle.

The vehicle's tread is a series of interconnected air cells in a belt similar to that of a tank. The support comes from a continuous flow of low-pressure air (about two pounds per square inch) from a plenum chamber between the moving belt and the vehicle chassis.

The weight of the machine will be spread around, thus keeping it from sinking into soft surfaces—an effect something like that employed by a man on snowshoes.

Should PATA strike a log or a large rock while rolling along, there are relief valves in the track cells to permit the air to escape, thus reducing shock.

If a large hole is blown into one of the track cells by a shell fragment, the cell would automatically be isolated, preventing loss of air from other cells.

If the cell is destroyed, it can be quickly removed and replaced by a new snap-on cell.

★ ★ ★

PILOTS SOARING into the fringes of space may soon be using a small battery-powered package to relay their heartbeats to scientists on the ground.

No bigger than a pocket novel, the package, which might also be used in recording temperature or alertness, is being tested at the Air Force Systems Command's Flight Test Center at Edwards AFB, Calif.

The package can be used free of outside connections and easily worn inside a pressure suit. Picking up a pilot's heartbeat or temperature through a tiny sensor, the unit's transmitter relays it to an amplifier in the cockpit. Then it is sent to ground receivers tuned to an FM frequency. Once on the ground, the signal is recorded as a jagged line on the electrocardiogram tape.

This unit will eliminate the troublesome "umbilical cord" that is currently used to carry signals from the pilot's person to the cockpit amplifier.

The cord, attached to the pilot through his pressure suit, makes emergency exit from the aircraft or spacecraft, as well as entry into the cockpit, difficult.

A spokesman from the flight test center said: "Anytime a man enters a test environment in which he cannot be directly observed, a check of specific physical information and alertness is necessary. Although this is an early design, a package of this type is almost a necessity in an aerospace craft where crew members will be able to move about freely."

★ ★ ★

MATS—THE MILITARY AIR TRANSPORT SERVICE—flew some 18,000 hours supporting and deploying U. S. combat forces and flew more than 17 global airlifts during the short period of the Cuban crisis.

These figures become more thought-provoking, however, when you consider that the Cuban crisis requirements were fulfilled during a period—1 Oct to 15 Nov 1962—which saw MATS meet urgent airlift needs for some twenty-six million pounds of military cargo and more than 34,000 military personnel to and from all parts of the world.

In the latter half of October, MATS airlift, Air Rescue, Air Weather and Air Photographic forces flew more than 500 missions. More than half of these were flown to deploy combat-ready Marines and air and ground battle gear and ammunition to Guantanamo and southeastern U. S. areas. They also included the airlift of several hundred tons of conventional ammunition and battle equipment for Tactical Air Command composite air strike forces deployed to Florida bases.

MATS Air Weather Service flew special weather reconnaissance flights around Cuba. MATS Air Rescue Service conducted special search missions for missing SAC reconnaissance aircraft, plus precautionary orbital missions in the area. MATS Air Photographic and Charting Service planes, meanwhile, flew special reconnaissance missions over the Atlantic for the U. S. Navy.

Some other airlift requirements during this period included Operation Rapid Road (the airlift of Army units to and from Mississippi before and during the Cuban crisis); routine deployment and redeployment of Army troops to Europe; deployment of Swedish and Irish troops to and from the Congo; supply airlift to the South Pole, and an emergency lift of supplies to Ice Island near the North Pole; airlift of arms to India, and the emergency evacuation of more than 700 men, women and children from typhoon-devastated Guam.

The above figures do not include the contract commercial air transport purchased by MATS, which was also sizably increased during this period.



USAF PHOTO from camera mounted on an *Atlas* missile shows a 50-mile-high view of the earth's curvature.

Paths of Advancement via Navy's LDO & Integration Programs

IF YOU ARE a sailor who would like to exchange your rating badge for gold stripes, there are two paths of advancement readily available to you —the Limited Duty Officer (LDO) and Integration programs.

But this is not to say they are easy paths. You should start preparing for the annual service-wide Officer Selection Battery Test well in advance of the test date.

Candidates who participate in this examination may be considered for appointment to officer status via the LDO or the Integration programs. In the past, many applicants have failed to prepare themselves adequately. Selection is based on more than a good score on the examination and an enthusiastic recommendation by your commanding officer.

Here's what happens after you have taken the test. The score—in addition to your record and application —goes before a selection board which meets annually in the Bureau of Naval Personnel. It is at this point that you are accepted or rejected. It helps if your record shows you have taken correspondence courses (other than those required for advancement), evening classes, and have done other work to prepare yourself for your new rank.

It is only reasonable that if two men are equal in most respects—and all applicants should be outstanding —the man who has shown more initiative and completed more studies will be selected over the other candidate.

BuPers Inst. 1120.18 (series) lists the qualifications for both the LDO(T) and Integration programs. The current instruction gives all the information you will need to apply for either or both of the programs.

It should be noted that the LDO Program is meant for those who have ten to twelve years to devote to the Navy as a commissioned officer. Selection to permanent LDO status will be made concurrently with and contingent on selection for promotion to the grade of lieutenant commander.

Here is a complete list of enlisted ratings, warrant officer designators, and the LDO(T) category and officer designator to which you would normally advance through this program. Numerals in the left-hand column indicate warrant designators.

Normal Path of Advancement

Enlisted Ratings and Warrant Designator	*LDO Category and Officer Designator*
BM, QM, 713X	Deck (600)
RD, RM, SM, SO, 714X	Operations (601)
GM, GMT, 723X	Ordnance, Surface (610)
FT, MT, 724X	Ordnance, Control (611)
TM, MN, 733X, 734X	Ordnance, Underwater (612)
YN, PN, MA, JO, DM, LI, PC, 782X	Administration (620)
MU, 785X	Bandmaster (626)
MM, BT, MR, EN, IM, BR, OM, 743X	Engineering (630)
DC, ML, PM, SF, 774X	Hull (635)
EM, IC, 754X	Electrician (637)
ET, DS, 766X	Electronics (640)
CT, 764X	Cryptology (646)
AB, AC, PR, PT, 711X	Aviation Operations (660)
PH, 831X	Photography (663)
AG, 821X	Meteorology (665)
AO, 721X	Aviation Ordnance (670)
AT, AE, TD, AQ, AX, 761X	Avionics (680)
AD, AM, 741X	Aviation Maintenance (685)
DK, SK, AK, CS, SH, SD, 798X	Supply (370)
CM, EO, UT, CE, EA, BU, SW, 849X	Civil Engineer (570)

Generally, you should apply for the category in your normal path of advancement. When you try for selection in a different category, you will be compared with other men who have more experience in the field.



HMs and DTs, however, have no normal path of advancement to LDO(T). Although they may apply for any category in which they feel they are qualified, they are encouraged to apply for a commission in the Medical Service Corps, rather than in the LDO field. The problem of competing with more experienced men also applies here.

Men and women in the NESEP program may not apply for a commission under the LDO(T) or Integration programs since they are already in an officer procurement program.

Here are the eligibility requirements for the Limited Duty Officer (Temporary) Program as listed in BuPers Inst. 1120.18 series. You must:

- Be a citizen of the United States, either native born or naturalized.
- Be recommended by your commanding officer.
- Be a male PO1 and above or a warrant officer or commissioned warrant officer.
- Have served as PO1 for one year by 1 July of the year of application.
- Be in the Regular Navy on the date tested for the program.
- Have completed eight years of active naval service (including U. S. Marine Corps and U. S. Coast Guard while operating as part of the U. S. Navy), exclusive of active duty for training in the Naval, Marine Corps, or Coast Guard Reserves, by 1 July of the calendar year in which application is made.
- Be on active duty at the time you are being considered by a selection board, and if selected, remain on active duty until you receive your commission.
- Not have reached your 34th birthday on 1 July of the year application is made. If you have previously served as a temporary officer in the grade of LTJG or above, the maximum age limit is raised to 37 years.

• Be a high school graduate or possess the service-accepted equivalent.

• Meet the physical requirements appropriate to the grade for which considered, as established by the Chief, Bureau of Medicine and Surgery.

• For the two years before 1 July of the calendar year in which application is made, have no record of conviction by general, special, or summary courts-martial, or conviction by civil court for any offense other than a minor traffic violation.

• Agree not to apply for voluntary retirement or reversion before the completion of three years' service as LDO.

• Not make application in more than two officer designator codes under this program in any one year.

If you are a CPO with at least 18 years and six months of active duty, your chances are good for a direct appointment to the rank of LTJG. This, the Navy hopes will provide incentive for experienced chiefs, who might otherwise go into the Fleet Reserve, to remain in the Navy as LTJGs under the LDO(T) Program. In determining eligibility for appointment to LTJG, total service should be computed for purposes of transfer to the Fleet Reserve by 1 July of the calendar year in which application is made. No age limit is set for eligible CPOs who seek appointment to LTJG.

Men (other than warrant officers) selected for an LDO appointment are ordered to a six-week indoctrination course at Newport, R. I., or in the case of aviation specialists, NAS Pensacola.

LDO(T)s are commissioned in either the Line, Supply Corps, or Civil Engineer Corps.

On the other hand, here are the qualifications you must meet if you wish to become an officer under the Integration Program. You must:

• Be a citizen of the United States, either native born or naturalized.

• Be at least 19 and under 25 years of age on 1 July of the calendar year in which application is made (male applicants only).

• Be a commissioned warrant officer, warrant officer, or an enlisted man or woman of the Regular Navy.

• Be recommended by your commanding officer.

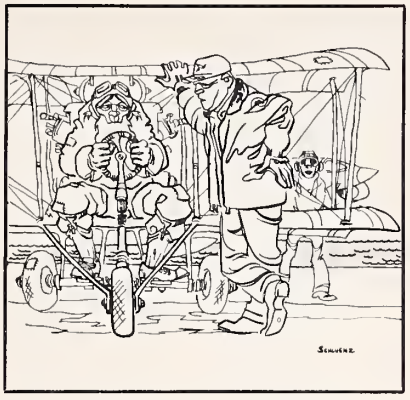
• Have the following service and active duty computed to 1 July of the calendar year in which application is made:

(1) CWO, WO, and CPOs must have two years' continuous active service in grade in any of the three combined grades or rates.

(2) CPOs and below must have three years' continuous active service in the Regular Navy.

CPOs have the option of either of the above two.

All service must be continuous and in the Regular Navy, covering that period immediately preceding the submission of the application. Broken service of more than 90 days is disqualifying and Naval Reserve time cannot be counted.



"You certainly took your own sweet time about getting back."

• Fulfill one of the following educational requirements, unless you are applying for a commission in the Civil Engineer Corps:

Have successfully completed 30 semester hours of work at an accredited college or university, or have the service-accepted equivalent as defined in *BuPers Manual*, Article D2103(15); or be a high school graduate, or have the service-accepted equivalent, and have a GCT or ARI score of 60 or above. (If applying for a commission in the Civil Engineer Corps, you must have completed three years of college credits toward an engineering degree at an accredited engineering school.)

• Have no record of conviction by general, special, or summary courts-martial, or conviction of civil court for any offense other than minor traffic violations for the two-year period preceding 1 July of the calendar year in which application is made.

• Meet the physical requirements, appropriate to the grade for which considered, as established by BuMed.

• Meet, if a woman applicant, the dependency requirements as set forth in paragraph two, Article C-1102, of *BuPers Manual*. (Generally, this says

NOW HERE'S THIS

Grandurions

Webster may never have heard of the term, but Grandurion is a highly respected word in Training Squadron One's vocabulary.

At TraRon One's home base, the Naval Auxiliary Air Station, Saufley Field, Pensacola, Fla., it identifies a flight instructor who has flown more than 1000 accident-free instructional hours in the rear seat of a T-34 trainer during one normal tour of duty.

A Grandurion board, prominently displayed in VT-1's hangar area, contains the names and photographs of flight instructors still attached to VT-1 who have joined the ranks of the Grandurions since the squadron was commissioned in May 1960. When an instructor is detached from the squadron, his picture is removed; however, his name tag is retained under an accompanying honor roll list.

Most Grandurions have exceeded the minimum 1000 hours required. Only three, however—LT E. Toner, LT F. G. Butler, and LT W. D. Dobbs—have thus far topped the 2000-hour mark. Top-flight back-seat driver LT Toner heads the list with a grand total of 2200 accident-free instructional hours.



that you must not have a dependent child under 18 years of age.)

• Not make application in more than two officer designator codes under this program in any one year.

Candidates considered twice by a selection board for the Integration Program are not eligible to make further application under that program.

All men selected under the Integration Program are first ordered to the U. S. Naval Schools Command, Newport, R. I., for a 16-week General Line Officer Candidate course of instruction. (All women selected are ordered to Newport for an eight-week Officer Candidate (W) training course. After the eight-week course, they are appointed in the Line or Staff Corps of the Regular Navy, as appropriate, and then ordered to another eight-week officer (W) training course at Newport.)

But just finishing the course of study at Newport doesn't always assure you of a commission. A naval examining board then reviews your record to determine if you are mentally, morally, and professionally qualified to perform the duties of your grade. A professional examination may be administered if it is deemed necessary.

Those selected will be appointed ensign in the Line (1100), Supply Corps (3100) or Civil Engineer Corps (5100) in the Regular Navy. Men may apply for flight training and if selected and if they complete the course, their designator will be changed to 1310.

If you are eligible for either of these programs and are interested in a commission, you must submit your request in writing to your commanding officer on the date specified in the instruction.

In your letter of request, you should state specifically, and in order of preference, the program title and the applicable officer numerical designator codes and titles for which you are eligible and want to be considered. You should also include your date of birth; years of service; education, both civilian and military; Navy or USAFI correspondence courses completed; and both civilian arrest and military discipline or courts-martial within the past two years.

Your commanding officer will take the ball from there. If he considers you officer material, he will forward a copy of your application to the Naval Examining Center, Great Lakes, Ill., requesting a copy of the Officer Selection Battery.

In completing your application you will be asked to fill out numerous forms and will be interviewed by a board of officers. Also, you will be required to take a physical examination. A list of the forms you will be asked to complete, application procedures, and a sample letter of application are attached to BuPers Inst. 1120.18 series. This instruction also contains full details on the tests.

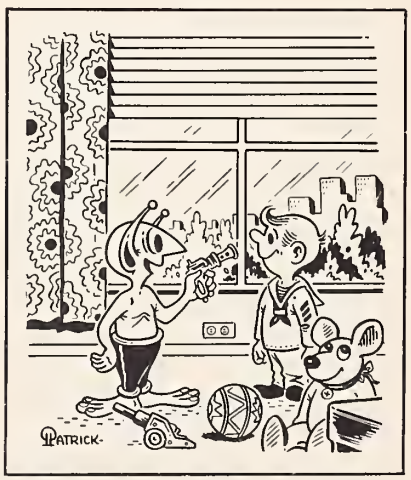
Remember, if you seriously want a commission under one of these programs, *you should start studying now.* A thorough review before examination will greatly improve your chances.

Introducing Spacers



"I'll give you a hint what it is, Dad . . . It's got six eyes."

Spacers



"I'll trade you my ray gun for your water gun."

List of New Motion Pictures And TV Series Available To Ships and Overseas Bases

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Two one-hour TV shows are packaged together for a 108-minute program, but may be shown only aboard ship. Television series available for selection are: Target—The Corruptors and The Detectives—Melodramas.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

Motion Pictures

Gigot (2138) (C) (WS): Comedy Drama; Jackie Gleason, Catherine Kath.

The Firebrand (2139) (WS): Western; Kent Taylor, Lisa Montell.

A Coming Out Party (2140): Comedy; James Robertson Justice, Leslie Phillips.

Requiem For A Heavyweight (2141): Drama; Anthony Quinn, Jackie Gleason.

Damn The Defiant (2142) (C) (WS): Drama; Alec Guinness, Dirk Bogarde.

Strong Room (2143): Suspense; Derren Nesbitt, Colin Gordon.

A Public Affair (2144): Melodrama; Myron McCormick, Edward Binns.

Waltz Of The Toreadors (2145) (C): Comedy-Drama; Peter Sellers, Dany Borin.

Pirates Of Blood River (2146) (C) (WS): Melodrama; Kerwin Mathews, Maria Landi.

I Bombed Pearl Harbor (2147) (C) (WS): Melodrama; Yosuke Natsuki, Toshiro Mifune.

Son Of Samson (2148) (C) (WS): Melodrama; Mark Forrest, Chelo Alonso.

If A Man Answers (2149) (C): Comedy; Sandra Dee, Bobby Darin.

Gypsy (2150) (C) (WS): Musical; Rosalind Russell, Karl Malden.

Sword of the Conqueror (2151) (C) (WS): Drama; Jack Palance, Eleanor Rossi Drago.

The War Lover (2152): Drama; Steve McQueen, Shirley Anne Field.

We'll Bury You (2153): Docu-

mentary; Narrated by William Woodson.

Television Programs

5306: TV-1 *Target—The Corruptors*—Goodbye Children. TV-2 *The Detectives*—Fourth Commandment.

5307: TV-1 *Target—The Corruptors*—Prison Empire. TV-2 *The Detectives*—The Con Man.

5308: TV-1 *Target—The Corruptors*—The Fix. TV-2 *The Detectives*—Night On The Town.

5309: TV-1 *Target—The Corruptors*—Middleman. TV-2 *The Detectives*—Shadow of His Brother.

5310: TV-1 *Target—The Corruptors*—Million Dollar Dump. TV-2 *The Detectives*—Stranger in the House.

5311: TV-1 *Target—The Corruptors*—License to Steal. TV-2 *The Detectives*—Song of a Guilty Heart.

5312: TV-1 *Target—The Corruptors*—Silent Partner. TV-2 *The Detectives*—Never The Twain.

5313: TV-1 *Target—The Corruptors*—Viva Vegas. TV-2 *The Detectives*—A Piece of Tomorrow.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 50—Rescinds authority, granted by Alnav 41-62, to make urgent purchases of foreign origin materials and services without administrative approval.

No. 51—Warns of hazardous driving conditions during the holiday season.

No. 52—Declared 24 December to be a holiday for military personnel.

No. 53—Announced approval by the President of the report of selection boards that recommended line officers for temporary promotion to the grade of lieutenant.



". . . Add the ship's mascot to the top of Seavey list immediately!"

No. 54—Required that all activities suspend from issue and use certain medical material.

No. 55—Discussed regulations pertaining to basic allowance for quarters for enlisted personnel in non-pay status and for members of the insular force.

No. 56—Discussed the effect of the new BAQ law on forfeiture and detention of pay.

No. 57—Discussed details of the automatic, time-phased downgrading and declassification system.

Instructions

No. 4631.7A—Describes procedures to be adopted by the Navy when using the transportation facilities of the Military Air Transport Service.

No. 5605.1A—Revises the publications allowance list for individual ship classes, aircraft squadrons and staffs.

Notices

No. 7220 (18 November)—Brought to the attention of commanding officers their responsibility to counsel enlisted personnel on the hazards of drawing advances in pay upon being detached on permanent change of station orders.

No. 1520 (21 November)—Invited applications from Supply Corps officers for assignment to the Subsistence Technology Course at Fort Lee, Va., and the Transportation Management Course at Oakland, Calif.

No. 1418 (26 November)—Announced the schedule for Navy-wide advancement examinations for enlisted personnel held in February.

No. 1830 (21 December)—Advised all commands of the availability of the revised form for use of members applying for transfer to the Fleet Reserve.

WHAT'S IN A NAME

Do-It-Yourself Islands

Navymen of the future who have been forced to abandon ship or aircraft may be able to release a foam-like substance onto the water, wait a short time, and climb aboard a do-it-yourself island.

A private corporation is developing a rigid urethane foam that could be used as a buoyant platform, requiring no mold other than the ocean surface.

In the event of a disaster at sea, equipment aboard the plane or ship in distress would churn out a quantity of the quick-setting substance, quickly creating an island that would support large numbers of survivors.

A smaller kit equipped with a mold could be used to make a foam life raft or a small two-man boat. Once aboard the raft, wreck survivors could form a string of aluminum-foil-covered reflectors. Towed behind the raft they would make a target that could be easily picked up by rescue craft radar.

The urethane foam may also be used by sea-rescue helicopters, to be lowered or



dropped by plastic tubing to survivors struggling to keep afloat.

This foam is already being used in atomic submarines to fill structural voids. Some castings, formerly made of solid bronze, have been replaced with urethane-filled bronze castings. One submarine has been lightened by several tons using urethane foam in spaces formerly filled with bronze.

Choose Your Course from Navy's Encyclopedia of Knowledge

ABOUT 12 YEARS AGO, the Navy adopted the idea of furnishing Navymen, both Regular and Reserve, with correspondence courses to guide them in their study for advancement in rating examinations.

Each year, some courses have been added and others have been dropped. This year is no exception.

In addition to the usual additions and deletions, you will find some courses have been revised or combined since 1962.

Whether or not you check out a correspondence course is strictly up to you. However, any Navyman who is interested in getting ahead, will find it a smart thing to do because, basically, an enlisted correspondence course is simply a set of questions dealing with information contained in the Navy Training Courses. The purpose of these questions is to help you get the most out of your study.

This is done by pointing out important definitions, the reasons things are done in one way rather than another, the cause and effect of various actions, the similarity or difference of certain objects, recognizing and identifying mistakes, and common principles which apply to two or more situations.

When you enroll in a correspondence course, which active Navymen can do through their local commands, you get a textbook (usually one of the Navy's blue books—green if you are an aviator) and an assignment booklet.

The assignment booklet gives you study instructions and other information which will help you study the blue book. There are also questions (usually multiple choice) on the assignment, together with an answer sheet on which you mark what you think to be the correct answer.

The questions in the assignment booklet are not tests, only study aids. You can answer them with your book open, and probably should, in order to get the most out of the questions.

When you get all the questions answered, go over the assignment again to make sure you did your best.

When you mail your assignment for grading, it will be individually scored. Your answer sheet will be returned to you and, if you missed a question, references will be given to help you correct it. Your grade on the assignment will also be given.

Don't go overboard, you can only take one course at a time. First step—see your education officer, or division officer, or personnel officer.

Below is a list of correspondence courses available:

Title of Course	Navpers Number	Assignments
ABC Warfare Defense	91212	4
Aerographer's Mate 3 & 2	91664-1	6
Aerographer's Mate 1 & C, Vol. 1	91602	4
Aerographer's Mate 1 & C, Vol. 2	91603	7
Air Controlman 3 & 2	91676-1	9
Air Controlman 1 & C	91677	4
Airman	91600-A	10
Aviation Boatswain's Mate "H," 3 & 2	91636-1	3
Aviation Boatswain's Mate 3 & 2, Vol. 2	91637-1A	4
Aviation Boatswain's Mate 1 & C	91673	3
Aviation Boatswain's Mate "F," 3 & 2	91679	7
Aviation Electrician's Mate 3 & 2	91610-1B	14
Aviation Electrician's Mate 1 & C	91611-2	8
Aviation Electronics Technician 3 & 2	91613-1	8
Aviation Electronics Technician 1 & C	91615-B	11
Aviation Fire Control Technician 3 (Confidential)	91633-1	12
Aviation Fire Control Technician 2	91634-1	7
Aviation Fire Control Technician 1 & C	91635-1	7
Aviation Guided Missileman 3 & 2	91618-1	8
Aviation Guided Missileman 1 & C	91619	5
Aviation Machinist's Mate 3	91597-B	6
Aviation Machinist's Mate 2	91598-1	13
Aviation Machinist's Mate 1 & C	91599	5
Aviation Ordnanceman 3 & 2	91665-1	11
Aviation Ordnanceman 1 & C	91662	6
Aviation Storekeeper 3 & 2	91674-A	7
Aviation Storekeeper 1 & C	91675-A	3
Aviation Structural Mechanic "E," 3 & 2	91622-1	7
Aviation Structural Mechanic 1 & C	91629	6
Aviation Structural Mechanic "S," 3 & 2	91364	4
Aviation Structural Mechanic "H," 3 & 2	91365	6
Basic Electricity, Part I	91224-B	6
Basic Electricity, Part II	91226	5
Basic Electronics	91227-B	11
Basic Hand Tool Skills	91228-1C	5
Basic Machines	91230-D	3
Blueprint Reading and Sketching	91223-2B	3
Boatswain's Mate 3 & 2	91243-2A	7
Boatswain's Mate 1 & C	91245-2A	5
Boilermaker 1 & C	91515	10
Boilerman 3	91511-1	6
Boilerman 2	91512-2	6
Boilerman 1 & C	91514-2A	10
Builder 3 & 2	91584-2	6
Builder 1 & C	91586-1A	7
Commissaryman 3 & 2	91441-1B	5
Commissaryman 1 & C	91443-2	3
Communications Technician "M," 3 & 2	91557	7
Communications Technician "A," 3 & 2	91558	7
Communications Technician "T," 3 & 2	91559	6
Construction Electrician 3 & 2	91569-2	5
Construction Electrician 1 & C	91571-1D	6
Constructionman	91562-1C	5
Construction Mechanic 3 & 2	91579-1A	5
Construction Mechanic 1 & C	91581-2	8
Damage Controlman 3 & 2	91544-2	5
Damage Controlman 1 & C	91546-1B	6
Dental Technician, General, 3 & 2	91681-1	7
Dental Technician, General, 1 & C	91682-1	5
Dental Technician, Prosthetic, 3 & 2	91686-1A	5
Dental Technician, Prosthetic, 1 & C	91687-1A	5
Dental Technician, Repair	91689-1A	5
Disbursing Clerk 3 & 2	91436-3A	7
Disbursing Clerk 1 & C	91438-2	3
Draftsman 3	91487-D	7
Draftsman 2	91488-C	6
Draftsman 1 & C	91489-A	5
Electrician's Mate 3 & 2	91524-1A	5
Electrician's Mate 1 & C	91526-1	4
Electronics Technician 3	91373-2A	8

Title of Course	Novpers Number	Assignments
Electronics Technician 2, Vol. 1	91374-2	9
Electronics Technician 2, Vol. 2 (Confidential)	91375-1	9
Electronics Technician 1 & C	91376-A	9
Engineman 3	91518-1A	5
Engineman 2	91519-1	6
Engineman 1 & C	91521-C	7
Equipment Operator 3 & 2	91574-2	5
Equipment Operator 1 & C	91576-2	3
Field Manufacture of Industrial Gases	91505	12
Fire Control Technician 3	91339-1	6
Fire Control Technician 2	91340-A	4
Fire Control Technician 1, Vol. 1	91331-B	7
Fire Control Technician 1, Vol. 2	91343-A	6
Fire Control Technician 1, Vol. 3	91345	5
Fire Control Technician, Chief, Vol. 1	91332-B	5
Fire Control Technician, Chief, Vol. 2	91344-A	6
Fire Control Technician, Chief, Vol. 3	91346-A	5
Fireman	91500-2A	5
Gunner's Mate 3	91354-A	9
Gunner's Mate 2	91355-1B	8
Gunner's Mate 1	91356-A	6
Gunner's Mate, Chief	91357	6
Hospital Corpsman 3 & 2	91669-2	5
Hospital Corpsman 1	91670-1	5
Hospital Corpsman, Chief	91671-A	4
Hospitalman	91667-1B	4
I.C. Electrician 3	91528-C	5
I.C. Electrician 2	91529-C	9
I.C. Electrician 1 & C	91531-B	6
Instrumentman 3	91382-D	2
Instrumentman 2	91383-A	5
Instrumentman 1	91384-A	4
Instrumentman, Chief	91385-B	3
Journalist 3 & 2	91452-1	5
Journalist 1 & C	91453	3
Lithographer 3, Vol. 1	91472-1A	6
Lithographer 3, Vol 2	91470	7
Lithographer 2, Vol. 1	91473-1A	5
Lithographer 2, Vol. 2	91471	6
Lithographer 1 & C	91475-1A	5
Machinery Repairman 3	91506-1A	9
Machinery Repairman 2	91507-1B	9
Machinery Repairman 1 & C	91509-1	5
Machinist's Mate 3	91501-1B	5
Machinist's Mate 2	91502-1A	5
Machinist's Mate 1 & C	91504-C	10
Mathematics, Vol. 1	91219-1A	5
Mathematics, Advanced, Vol. 1	91221-F	6
Military Requirements for Petty Officers 3 & 2	91206	5
Military Requirements for Petty Officers 1 & C	91207-B	4
Mineman 3, Vol. 1	91334-1A	4
Mineman 2, Vol. 1	91335-1	4
Mineman 1 & C, Vol 1	91336-1	5
Mineman 1 & C, Vol. 2 (Confidential)	91337-1A	6
Missile Technician 3 & 2	91360-A	6
Missile Technician 1 & C (Confidential)	91361	9
Molder 3 & 2	91554-1A	4
Molder, 1 & C	91556-1	8

Title of Course	Novpers Number	Assignments
Opticalman 3, Vol. 1	91387-C	4
Opticalman 3, Vol. 2	91388-B	5
Opticalman 2, 1 & C	91389	7
Parachute Rigger 3 & 2	91639-1	7
Parachute Rigger 1 & C	91606-1	6
Patternmaker 3	91548-1A	3
Patternmaker 2	91549-1	4
Patternmaker 1	91550	4
Patternmaker, Chief	91551	4
Personnelman 3 & 2	91420-1A	5
Personnelman 1 & C	91422-1C	5
Photographer's Mate 3	91492-B	10
Photographer's Mate 2	91493-A	10
Photographer's Mate 1 & C	91649	7
Quartermaster 3 & 2	91286-2	6
Quartermaster 1 & C	91253-A	6
Radarman 3 & 2, Vol. 1	91267-1C	7
Radarman 3 & 2, Vol. 2 (Confidential, Modified Handling)	91269	4
Radarman 1 & C (Confidential, Modified Handling)	91268-A	5
Radioman 3 & 2	91403-1B	6
Radioman 1 & C	91405-2	5
Seaman	91240-1B	6
Shipfitter 3 & 2	91535-1	8
Shipfitter 1 & C	91542	6
Ship's Serviceman 3 & 2	91447-1A	3
Ship's Serviceman 1 & C	91450-A	5
Ship's Serviceman Barber Handbook	91465-1A	2
Ship's Serviceman Cobbler Handbook	91464-A	2
Ship's Serviceman Laundry Handbook	91466-C	3
Ship's Serviceman Tailor Handbook	91463-1B	2
Signalman 3 & 2	91291-B	7
Signalman 1 & C (Confidential, Modified Handling)	91292	4
Introduction to Sonar	91258	4
Sonarman "G," 3 & 2 (Confidential)	91261	3
Sonarman "A," 3 & 2 (Confidential)	91263	4
Sonarman 1 & C (Confidential)	91265	4
Standard First Aid Training Course	91217-E	6
Steelworker 3 & 2	91589-1A	5
Steelworker 1 & C	91591-1B	4
Steward 3 & 2	91693-2B	5
Steward 1 & C	91696-B	3
Stewardsman	91691-1E	3
Storekeeper 3 & 2	91431-3B	6
Storekeeper 1 & C	91433-2	4
Surveyor 3	91563-1B	5
Surveyor 2	91564-1A	4
Surveyor 1 & C	91566-1	3
This Is Your Navy	91208-1C	9
Torpedoman's Mate 3 & 2	91297-B	9
Torpedoman's Mate 1 & C, Vol. 1	91298	5
Tradevman 3 & 2	91698-1	10
Tradevman 1 & C	91699	5
U.S. Navy Shore Patrol	91468-1D	6
Utilities Man 3 & 2	91594-1A	4
Utilities Man 1 & C	91596-1A	4
Yeoman 3 & 2	91414-3A	3
Yeoman 1 & C	91416-3	5

Here's Latest Report on Income Taxes for Navy Personnel

MOST OF THE TAX legislation passed by Congress and signed into law by the President during the past year has been concerned with persons and organizations engaged in business and therefore is of little general interest to Navymen.

The following special items, however, are worthy of note and reemphasizing, since it is possible the circumstances cited might pertain to ALL HANDS readers.

• ***Retroactive Veterans Administration Disability Compensation*** — You can't exclude any part of taxable retirement pay simply because the effective date of a subsequent award of disability compensation is retroactive, even if you voluntarily refund an equal amount of previously received retirement pay.

• ***Signing the Return*** — A legal officer can't sign his name as the person preparing your return, inasmuch as he may not appear as counsel in case your return is audited.

• ***Disaster Losses*** — If you suffered a loss from a disaster which occurred after the close of the taxable year but on or before the due date for filing your tax return, you may elect to deduct your losses provided the area was proclaimed a disaster area by the President after the end of the taxable year.

• ***Dividends*** — A man who is the record owner of stocks but who claims he is not the actual owner, and is therefore not liable for taxes on the income, must file a form 1087 disclosing the name and address of the actual owner or payee.

• ***Sales of Cars Overseas*** — A Navyman who realizes a profit on such a sale may be liable for two taxes—capital gain on the sale and a possible capital gain, or ordinary income tax on conversion from foreign funds to dollars.

• ***Tax Refunds*** — You are given a choice of three methods of receiving a tax refund, if one is due you: You may credit it to your next year's estimated tax; you may receive the refund in cash; or you may have it paid in multiples of $18.75 in U. S. Savings Bonds.

• ***New Depreciation Guidelines*** — If you think you might save some tax dollars along this line you would do well to consult Revenue Procedure 62-21, which sets forth new guidelines for depreciation that can be used for three years without challenge.

Here is an example: New dwellings are considered to have a 45-year useful life unless a different life is agreed to by the District Director. Used property is also subject to agreement.

• ***Self-Employed Individuals Tax Retirement*** — Limited tax deductions for contributions which provide retirement benefits may be taken after 31 Dec 1962 by the self-employed.

• ***Retirement Income Credit*** — The amount of income on which the credit is computed has been raised to $1524.00.

• ***Medical Expense Limitation*** — The maximum limitations have now been increased.

• ***Investment Credit*** — A credit against the tax is allowable on tangible personal property and some tangible real property other than buildings (if used as an integral part of manufacturing, production or extraction) which was bought after 31 Dec 1961, if the property is depreciable, has a useful life of four or more years and is placed in use by the taxpayer during the year.

Since machinery and equipment are the usual types of property which come under this heading, not a great many Navymen will be affected. However, for those who are, it is well worth noting.

• ***Foreign Taxes*** — Navymen in France cannot deduct what they pay to the *Contribution Mobiliere*, France's tax on rental value of a personal dwelling.

This tax does not qualify as an income tax or a tax imposed in lieu of an income tax for the purpose of foreign income tax credit.

• ***Travel Expenses*** — The rules set forth in the Revenue Act of 1962 are tighter than they have been, thus making it even more important than ever before to keep accurate records of travel expenses.

• ***Contributions*** — You can deduct contributions made to ship, station, post or company funds which are to be used solely for recreation, amusement and welfare of service personnel.

• ***Transportation Expense*** — The cost of one-day transportation in excess of reimbursement is deductible. This could apply to men such as recruiting officers who travel during the day but don't remain away overnight.

It might also apply to Reserve personnel who work and drill on the same day at different locations in the same city or general area, or to moonlighters who are Navymen during the day and work at other jobs after duty hours.

For Navymen who want a broader picture of their tax and possible deductions, the District Directors of Internal Revenue have a supply of documents which they will dispense free of charge upon request.

Titles and document numbers are: *Personal Exemptions and Dependents* (5013); *Employees' Expenses* (5014); *Sick Pay* (5016); *Selling Your Home* (5017); *Retirement Income and Credit* (5018); *Medical and Dental Expenses* (5020); *What is Income* (5045); *Depreciation, Amortization, Depletion* (5050); *Child Care* (5052); *Contributions* (5053); *Investment Income* (5060); *Interest Deductions* (5074); *Taxes* (5075); *Filing Your Tax Return* (5107); *"Page 2" Deductions* (5110); *Casualties* (5174); *Community Property* (5192); *If Your Return is Examined* (5202).

In addition to these, there is a booklet entitled *Your Federal Income Tax*, which you can read in your legal assistance office.

The Office of the Judge Advocate General has prepared its 1962 edition of *Federal Income Tax Information for Service Personnel*. This booklet is printed in limited numbers and is also available at your legal assistance office. Personal copies are distributed on a first-come, first-serve, while they last basis to those who request them by writing to The Office of the Navy Judge Advocate General, Navy Department, Washington 25, D. C.

Now that you have your federal income tax squared away, here are some facts and figures on state income taxes. Remember, you are liable to taxation in your home state, that is, the state in which you maintain legal residence and vote.

SUMMARY OF INCOME-TAX LAWS OF STATES AND POSSESSIONS OF THE UNITED STATES

NOTE: 1. "Married couple" or "married" as used in this summary means husband and wife living together.
2. A married serviceman or woman is considered to be living with his or her spouse when separated only by reason of military orders.
3. "*" indicates provisions for declaration and payment of estimated taxes.
4. The following States do not impose individual income taxes on residents generally: Connecticut, Florida, Illinois, Maine, Michigan, Nebraska, Nevada, New Jersey, Ohio, Pennsylvania, Rhode Island, South Dakota, Texas, Washington, and Wyoming. New Jersey imposes a "commuter tax."
5. Under section 513 of the Soldiers' and Sailors' Civil Relief Act (50 USC App. 573) a member may defer payment of taxes, without interest or penalty, until 6 months after discharge if ability to pay is materially impaired by reason of active service. Returns must be filed on time, however.

Least Income Requiring Residents to File Returns	*Personal Exemptions and Credits*	*Due Dates for Returns and Payments*	*Where to Obtain Forms and File Tax Returns*	*Exclusions and Deferments for United States Armed Forces Personnel*
* ALABAMA: Net income of: $1500 if single, $3000 if married or head of family.	$1500 if single, $3000 if married or head of family, $300 for each dependent.	Return and payment due 15 April.	State Department of Revenue, Income Tax Division, Montgomery 2, Alabama.	Members outside continental United States may defer filing until 30 days after return to the U. S.
* ALASKA: Gross income of $600 from sources within the State.	Same as Federal.	Return and payment due 15 April.	Department of Revenue, Alaska Office Building, Juneau, Alaska.	All active-service pay exempt after 1950.
ARIZONA: Net income of: $1000 if single, $2000 if married. Gross income of $5000.	$1000 if single; $2000 if married or head of household; $500 additional if blind, $1000 if 65 or older; $600 each dependent.	Return due 15 April. Payment with return or in three equal installments.	Arizona State Tax Commission, Income Tax Division, State House, Phoenix, Arizona.	$1000 active-service pay is exempt. Members outside continental United States may defer filing and paying, without interest or penalty, until 180 days after release or termination of present emergency, whichever is earlier.
ARKANSAS: Gross income of: $1750 if single or separated from spouse, $3500 if married or head of family.	Tax credit of: $17.50 if single, $35 if married or head of family, $6 for each dependent.	Return due 15 May. Payment with return or in two equal installments.	State of Arkansas, Department of Revenue, Little Rock, Arkansas.	All active-service pay is excluded.
CALIFORNIA: Net income of: $1500 if single or head of household, $3000 if married.	$1500 if single, $3000 if married or head of household, $600 additional for taxpayer and spouse if blind, $600 for each dependent.	Return due 15 April. Payment with return or, if over $50, in three installments with first payment not less than $50.	State of California, Franchise Tax Board, 1025 P Street, Sacramento 14, California.	$1000 active-service pay and all mustering-out and terminal leave payments received after 1 July 1952 are exempt. Filing and paying deferred without penalty or interest until 180 days after return to the U. S. from duty outside continental U. S.
**Note: Domicile of service wife, if not a Californian, does not follow that of husband until both return to State.				
* COLORADO: Gross income of $750.	$750 for taxpayer; $750 for spouse; $750 additional for taxpayer and spouse if blind, 65 or older; $750 for each dependent.	Return and payment due 15 April.	State of Colorado, Department of Revenue, State Capitol Annex, Denver 2, Colorado.	$2000 of active or reserve duty pay excluded during war or national emergency; $1000 during other times. ($2000 applies in 1962.) Returns and payment of tax deferred without penalty or interest until one year after separation.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Due Dates for Returns and Payments	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
* DELAWARE:** Gross income of: $600 if single or separated from spouse, $1200 combined gross income of married couple.	$600 for taxpayer; $600 for spouse; $600 additional for taxpayer and spouse if blind, 65 or older; $600 for each dependent.	Return and payment due 30 April.	State of Delaware, State Tax Department, 843 King Street, Wilmington 99, Delaware.	Deferment for filing and paying may be granted, upon application, until 6 months after discharge.
**Note: §1101(7) of the Delaware Income Tax Law provides in part: " 'Resident' means only natural persons and includes any person domiciled in the State, except a person who, though domiciled in the State, maintains no permanent place of abode within the State, but does maintain a permanent place of abode without the State, and who spends in the aggregate not to exceed 30 days of the taxable year within the State; . . ."				
* DISTRICT OF COLUMBIA: Gross income in excess of: $1000 if single or separated from spouse, $2000 combined income of married couple.	$1000 if single or separated from spouse; $2000 if married; $1500 if head of family; $500 additional for taxpayer and spouse if blind, 65 or older; $500 for each dependent.	Return and payment due 15 April.	District of Columbia, Finance Office, Revenue Division, Municipal Center, 300 Indiana Ave., N.W., Washington 1, D.C.	Deferment for filing or paying granted members outside the United States; until 6 months after return to the U. S.
* GEORGIA: Gross income of: $1500 if single or separated from spouse, $3000 combined gross income of married couple.	$1500 if single; $3000 if married or head of family; $600 additional for taxpayer and spouse if blind, 65 or older; $600 for each dependent (except 1 for head of fam.)	Return and payment due 15 April.	Department of Revenue, Income Tax Unit, State Office Building, Atlanta 3, Georgia.	Deferment for filing or paying without penalty or interest granted members outside continental U. S. until 6 months after return to the U. S.
* GUAM: Same as Federal.	Same as Federal.	Same as Federal.	Division of Revenue and Taxation, Department of Finance, Government of Guam, Agana, Guam.	Same as Federal, however, as to service compensation, the Government of Guam in practice has not imposed the Guam income tax on individuals subject to the United States income tax.
* HAWAII: Gross income of: $600 ($1200 from sources within the State if 65 or older).	Same as Federal except $5000 in lieu of normal exemption for blind taxpayer.	Return and payment due 20 April.	Hawaii Director of Taxation, 425 Queen St., Honolulu 9, Hawaii.	All service pay excluded.
IDAHO: Gross income of $600 ($1200 if 65 or older).	Same as Federal.	Return and payment due 15 April.	State of Idaho Office of Tax Collector, Income Tax Division, State Capitol Building, Boise, Idaho.	Same as Federal, except if outside the continental United States may defer filing and paying until 6 months after discharge.
INDIANA: Gross income in excess of $1000. Joint returns not permitted.	$1000 for each taxpayer.	Return and payment due 31 January; or quarterly if over $25 any quarter.	Indiana Department of State Revenue, Gross Income Tax Division, State Office Bldg., 100 N. Senate Ave., Indianapolis 4, Indiana.	All active and inactive service pay is exempt. Returns and payment of tax deferred until 6 months after discharge or end of hostilities, whichever is earlier.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Due Dates for Returns and Payments	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Farces Personnel
IOWA: Net income of: $1500 if single or separated from spouse, $2350 if married. Gross income of $2000.	Tax credit of: $15 if single, $30 if married or head of family, $7.50 for each dependent.	Return due 30 April. Payment with return or in two equal installments if over $50.	State Tax Commission, Income Tax Division, State Office Building, Des Moines 19, Iowa.	No service pay exemption. Extension for filing may be granted up to 6 months if application is made therefor.
KANSAS: Net income of: $600 if single or separated from spouse, $1200 if married. (Plus age and blind exemptions.) Gross income of $4000.	Same as Federal except that $600 income limitation applies to child of any age unless a "student."	Return and payment due 15 April. (Two equal installments if tax exceeds $200.)	State of Kansas, Director of Revenue, Income Tax Division, State Office Building, Topeka, Kansas.	$1500 active-service pay excluded from gross income until the termination of the present world crisis as determined by the Executive Council of the State.
* KENTUCKY: Net income of: $1000 if single or separated; $2000 if married, head of household, blind, or age 65. Gross income of $1200 and $2500 respectively.	Tax credit of: $20 for taxpayer, $20 for spouse, $20 additional for taxpayer and spouse if 65 or blind, $20 for each dependent.	Return and payment due 15 April.	Commonwealth of Kentucky, Department of Revenue, Frankfort, Kentucky.	None.
* LOUISIANA: Net income of: $2500 if single or separated, $5000 if married. Gross income of $6000 or more.	$2500 if single, $5000 if married or head of family, $400 for each dependent (except 1 for head of fam.).	Return and payment due 15 May.	State of Louisiana, Collector of Revenue, Baton Rouge 1, Louisiana.	None.
* MARYLAND: Gross income in excess of: $800 if single, $1600 if married.	$800 if single; $1600 if married; $800 for each dependent; $800 additional for taxpayer and spouse if blind, 65 or older, also for dependents 65 or older.	Return and payment due 15 April.	State of Maryland, Comptroller of the Treasury, Income Tax Division, Annapolis, Maryland.	$1500 of active-service pay excluded during time of war and prior to cessation of hostilities ar while in a combat zone. (No exclusion in 1962.) Members outside continental United States may defer filing until 3 months after return to the U. S.
* MASSACHUSETTS: Earned income of $2000. Other taxable income in any amount.	$2000 for taxpayer against earned income, $500 for spouse having income of $2000 or less, $2000 additional for taxpayer and spouse if blind, $400 for each dependent.	Return and payment due 15 April.	The Commonwealth of Massachusetts, Department of Corporations and Taxation, Income Tax Bureau, 80 Mason Street, Boston 11, Massachusetts.	If requested and if for due cause, an extension of time for filing may be granted up to 6 months.
* MINNESOTA: Gross income in excess of: $750 if single or head of household, $1500 combined income of husband and wife, if married.	Tax credits of: $10 if single, additional $10 if blind, 65 or older; $30 if married, additional $15 if blind, 65 or older; $30 if head of household, additional $10 if blind, 65 or older; $15 for each dependent.	Return due 15 April. Payment of balance due in full with return.	Minnesota Department af Taxatian. Income Tax Division, Centennial Office Building, St. Paul 1, Minnesota.	$3000 active service or reserve duty pay excluded. Members outside continental United States for more than 90 days may defer filing and paying until 6 months after return.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Due Dates for Returns and Payments	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
MISSISSIPPI: Net income in excess of personal exemptions. Gross income in excess of $6000.	$5000 if single, $7000 if married or head of family.	Return due 15 April. Payment with return or in four equal installments.	State Tax Commission, Income Tax Division, Box 960, Jackson, Mississippi.	None.
* MISSOURI: Gross income of: $1200 if single, $2400 if married or head of family.	$1200 if single, $2400 if married or head of family, $400 for each dependent.	Return and payment due 15 April.	State of Missouri, Department of Revenue, Income Tax Dept., P. O. Box 629, Jefferson City, Missouri.	$3000 of active-service pay exempt after 1950. Director of Revenue may allow extension of time for filing without penalty or interest until one year after discharge.
* MONTANA: Gross income of: $600 if single, $1200 if married.	$600 if single; $1200 if married; $600 additional for taxpayer and spouse if blind, 65 or older; $600 for each dependent.	Return and payment due 15 April.	State of Montana, Board of Equalization, State Capitol Building, Helena, Montana.	None.
NEW HAMPSHIRE: Any amount of taxable interest or dividends. Joint returns not permitted.	$600 for each taxpayer.	Return and payment due 1 May.	State Tax Commission, Division of Interest and Dividends, Box 345, Concord, New Hampshire.	None.
NEW JERSEY: Combined net income and net capital gain of $600, combined gross income and net capital gain of $5000, if derived from N.J. by N.Y. resident or from N.Y. by N.J. resident.	Same as Federal, plus tax credit of: $10 if single; $12.50 if married and filing separately; $25 if married and filing jointly, or head of household.	Return and payment due 15 April.	New Jersey State Emergency Transportation Tax Bureau, Division of Taxation, Trenton 25, New Jersey.	All active service pay exempt. Persons in active service with the Armed Forces of the United States who may be prevented, by distance or injury, or hospitalization arising out of such service, may be allowed an extension of 6 months for filing.
NEW MEXICO: Same as Federal.	Same as Federal.	Return due 15 April. Payment with return or in four equal installments.	State of New Mexico, Bureau of Revenue, Income Tax Division, P. O. Box 451, Sante Fe, N. M	None.
* NEW YORK:** If Federal Income Tax Return is required to be filed or if New York adjusted gross income exceeds exemptions.	Same as Federal, plus tax credit of: $10 if single, $12.50 if married and filing separate returns, $25 if married and filing joint return; head of household or surviving widow or widower with a dependent child.	Return and payment due 15 April.	New York State Income Tax Bureau, Gov. A. E. Smith State Office Bldg., Albany 1, New York.	When not entitled to coverage under sec. 605(a) below,—then $100 per month of active service pay (other than for training) is excluded from 1 October 1961 to 30 June 1963, or the date on which no reserve component unit originally called to active service from New York State remains on such active service, whichever occurs first. Use N. Y. Form IT-201-MS. Obtain from New York State Income Tax Bureau, Albany 1, N. Y.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Due Dates for Returns and Payments	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel

**Note: Sec. 605(a) of the New York State Income Tax Law provides in part: "A resident individual means an individual: Who is domiciled in this state, unless he maintains no permanent place of abode in this state, maintains a permanent place of abode elsewhere, and spends in the aggregate not more than thirty days of the taxable year in this state, . . .

* NORTH CAROLINA:				
Gross income of: $1000 if single or a married woman with separate income, $2000 if a married man. Gross income from business or profession in excess of personal exemption.	$1000 if single or a married woman, $2000 if married man or head of a household, $2000 if widow or widower with minor child, $1000 additional to blind taxpayer, $300 for each dependent.	Return due on or before 15 April. Payment with return for any portion not paid in advance by withholding or estimated taxes.	State of North Carolina, Department of Revenue, Individual Income Tax Division, Raleigh, North Carolina.	None.
NORTH DAKOTA:				
Net income of: $600 if single or separated from spouse, $1500 if married or head of household. Gross income of $5000.	$600 if single; $1500 if married or head of household; $600 additional for taxpayer and spouse if blind, 65 or older; $600 for each dependent.	Return due 15 April. Payment with return or in installments if tax exceeds $100.	State of North Dakota, Office of Tax Commissioner, State Capitol Building, Bismarck, North Dakota.	All active-service pay is exempt.
OHIO:				
No individual State income tax, but residents of some Ohio cities and municipalities may be liable for local income taxes. Canton, Cincinnati, Columbus, Dayton, Springfield, Toledo and Youngstown exempt all military pay.				
* OKLAHOMA:				
Gross income of: $1000 if single, $2000 if married.	$1000 if single, $2000 if married or head of family, $500 for each dependent.	Return and payment due 15 April.	Oklahoma Tax Commission, State of Oklahoma, Income Tax Division, Oklahoma City 5, Oklahoma.	$1500 of active-service pay is excluded. Filing and paying by member outside the United States or hospitalized in the U. S. deferred until 15th day of 3rd month following return or discharge from hospital.
OREGON:				
Net income of: $600 if single, $1200 if married. Gross income of $4000.	$600 if single or separated; $1200 if married; $600 additional if blind plus tax credits of $18 if blind, $12 if 65; $600 for each dependent. ($1 tax credit, maximum $6, for each $100 partial support of less than 50%.)	Return due 15 April. Payment with return or in installments if tax exceeds $25.	Oregon State Tax Commission, Income Division, 100 State Office Building, Salem, Oregon; or State Tax Commission, 1400 S. W. 5th Avenue, Portland 1, Oregon.	$3000 of active-service pay is excluded. Returns and payment of tax deferred for 90 days after return to U. S. from period of duty exceeding 90 days outside continental United States.
PENNSYLVANIA:				
No individual income tax, but residents of some Pennsylvania cities and municipalities may be liable for local income taxes. Philadelphia and Pittsburgh exempt all Navy and military pay.				
* PUERTO RICO:				
Gross income in excess of: $800 if single, separated from spouse or if head of family, $2000 if married and living with spouse.	$800 if single or separated from spouse, $2000 if married or head of family, $400 for each dependent.	Return due 15 April. Payment with return or in two equal installments where no declaration of estimated tax was elected.	Commonwealth of Puerto Rico, Department of the Treasury, Bureau of Income Tax, P. O. Box 9833, Santurce, Puerto Rico.	None.

Least Income Requiring Residents to File Returns	Personal Exemptions and Credits	Due Dates for Returns and Payments	Where to Obtain Forms and File Tax Returns	Exclusions and Deferments for United States Armed Forces Personnel
* SOUTH CAROLINA: Gross income of $800 or more.	$800 if single; $1600 if married filing jointly or only one spouse has income; $800 additional if head of household, blind or over 65; $800 for each dependent.	Return and payment due 15 April.	South Carolina Tax Commission, Income Tax Division, Drawer 420, Columbia 1, South Carolina.	Same computations as for Federal return.
TENNESSEE: Income over $25 from dividends and interest.	None, except income of blind persons is exempt.	Return and payment due 15 April.	State of Tennessee, Department of Revenue, Income Tax Division, War Memorial Building, Nashville 3, Tennessee.	None.
UTAH: Gross income of $600 if single or separated from spouse, $1200 if married.	$600 if single, $1200 if married, $600 additional for taxpayer and spouse if blind, $600 for each dependent.	Return and payment due 15 April.	State Tax Commission of Utah, State Office Bldg., Salt Lake City 14, Utah.	If in foreign country 510 days of any 18 consecutive months may file as a non-resident for each taxable year while so absent for 3 months or more.
* VERMONT: Gross income of $500 ($1000 if 65 or older).	$500 for taxpayer; $500 for spouse; $500 additional for taxpayer and spouse if blind, 65 or older; $500 for each dependent.	Return and payment due 15 April.	Commissioner of Taxes, Vermont Department of Taxes, Montpelier, Vermont.	Same as Federal. Members serving outside Vermont may defer paying tax on service pay until 6 months after discharge.
* VIRGINIA: Gross income of $1000.	$1000 for taxpayer; $1000 for spouse; $600 additional for taxpayer and spouse if blind, 65 or older; $200 for each dependent plus $800 to unmarried taxpayer who has a dependent father, mother, son, daughter, sister, or brother.	Return and payment due 1 May to Treasurer of county or city where return is filed.	Commissioner of Revenue of the county or city of which taxpayer is a resident.	None.
* WEST VIRGINIA** If Federal return is required, or if West Virginia adjusted gross income exceeds exemptions.	Same as Federal.	Same as Federal.	West Virginia State Tax Commissioner, Income Tax Division Charleston 5, West Virginia.	None.

**Note: Sec. 7 of West Virginia Income Tax Law provides in part: "Resident individual means an individual who is domiciled in this State unless he maintains no permanent place of abode in this State, maintains a permanent place of abode elsewhere, and spends in the aggregate not more than 30 days of the taxable year in this State, . . ."

* WISCONSIN: $1400 combined net income of married couple. Gross income of $600.	Tax credit of: $10 if single, $20 if married or head of family, $10 for each dependent.	Return and payment due 15 April.	State of Wisconsin, Department of Taxation, Room 1000, State Office Building, Madison 2, Wisconsin, or Assessor of Income for county in which taxpayer resides.	$1000 of active service or reserve pay excluded. Extension of time for filing granted to members on duty abroad until 15th day of 6th month following close of taxable year.

BOOKS

HISTORY, BIOGRAPHY & FICTION INCLUDED IN THESE SELECTIONS

EVEN IF YOU are not the reading type, be sure to take a look at ***Seas, Maps and Men,*** which has been edited by G. E. R. Deacon, Director, National Institute of Oceanography of England. It sums up, in something less than 300 pages, just about everything you would want to know about the sea, and the maps and illustrations make the text almost superfluous.

However, you would be doing yourself a disservice if you were to ignore any portion of this book. One part is as good as another. Filled with maps, not only of the visible oceans, but of the strange land under the surface, ***Seas*** follows the theme of man's struggle to learn about the sea from the earliest rafts to the latest core-sampling techniques. If your ship or station library happens to carry this one (or any of the others listed this month), you'd do well to take a quick check on it.

So much for the general. As for the specific, we have for consideration two World War II volumes, ***Salerno,*** by Hugh Pond, and ***The Hundred Days of LT MacHorton,*** by Ian MacHorton with Henry Maule.

Salerno is just what you would expect it to be. Pond approaches the Battle of Salerno with the standardized technique of chronological sequences, the integration of thousands of reports, eye witness accounts and all the rest, but the calm objectivity and skilled and intelligent writing bring the results far above the commonplace. As you may have heard, Salerno was an exceedingly rough deal. Pond tells why.

From the first it was touch and go, and it was only after nine days of slaughter that it became clear that near-disaster had been turned into costly victory.

The Hundred Days is much more personalized. During the first penetration raid of General Orde Wingate's Burma Chindit force in 1943, LT MacHorton was wounded. Abandoned, according to the order that wounded men could not be carried, he lay in a bamboo hideout, not knowing whether death from some jungle menace or capture by the Japanese would be his fate. This tells the story of one hundred days of suffering, danger, near-madness, despair and perseverance during this 19-year-old officer's rugged journey across hundreds of miles to rejoin the Allied forces. Strong stuff.

Counterguerrilla Operations, by Col Napoleon D. Valeriano and LtCol Charles T. R. Bohannan, is along similar lines, but more on the theoretical level. They have taken the experience of the Philippines which, say the authors, alone of the countries of the free world, has succeeded in eliminating a communist insurgency without interfering with the democratic processes, suppressing civil liberties, draining its economy, or using foreign troops. This is a description of the methods used, in which they examine the conditions from which successful guerrilla movements arise, and how they may best be fought. They attempt to establish a doctrine which can be adapted to fit a specific situation.

As the authors point out, the many similarities among guerrilla movements may often be deceiving as well as illuminating; therefore, details of the application of the principles of success will vary from country to country, although fundamental principles remain unchanged. This may sound like heavy going, but it really isn't.

While we're on the theoretical level, mention should be made of ***Foundations of International Politics,*** by Harold and Margaret Sprout. This book emphasizes the necessity of re-examining just about every proposition and opinion we have ever held about international relations, in light of the revolutionary changes that are transforming our world of today. Detailed descriptions of the sources of crisis in our day include underlying conditions and forces relevant to present political systems, revolutions in technology and military science, shrinking national resources and the role of undeveloped countries. This is an outgrowth of the Sprouts' famous *Foundations of National Power.*



As wars appear to occur in cycles, so too do their histories, and we now appear to be experiencing a World War I phase. ***Mr. Wilson's War,*** by John Dos Passos, say the publishers, is an unusual kind of history. From President McKinley's assassination through Versailles, we are given a picture of the people as well as the ideas, on all levels and all sides of the issues, who made this perhaps the most crucial as well as the most confusing period of modern times. This is a pretty broad statement, but if anyone is qualified to make it stick, old-pro Dos Passos is the man. He does treat the politics, the warfare, the social questions, the flavor of the times with a "you-are-there" feeling which does not detract from the total perspective. A remarkable survey of a tough period to handle.

The Fabulous Country, by Charles Laughton (the writer, not the late film actor), is listed as non-fiction, but we're not so sure. He has selected a number of stories which he himself has liked because of the evocative, colorful and nostalgic descriptions of American life and, section by section, he tours the country, showing how it looked to such diverse writers as Mark Twain, Jack London, Thoreau, Charles Dickens, Thomas Wolfe, Sinclair Lewis, Gertrude Stein, Christopher Isherwood, Truman Capote and others. To their contributions, Laughton has added an introduction and his own personal comments. If we were the betting type, we would wager that you will find Laughton probably knows more about our own country than we do.

On the other hand, ***The Sand Pebbles,*** by Richard McKenna, is straight unadulterated fiction. The scene is China in the 1920s. For years, the gunboat USS *San Pablo* (Sand Pebbles, get it?), a relic of the Spanish-American war has been patrolling the far reaches of Hunan, showing the flag. The crew have been in China so long that they have a substitute local crew to help do the work (now you know it's fiction!). You'll have to learn for yourself how it all turns out.

NAVAL WAR COLLEGE



Special Report

EVERYONE IN THE NAVY who has gone in or out of Narragansett Bay in Rhode Island is familiar with the sight of the Naval War College. Poised on a commanding promontory above the water, the great stone pile is impressive in an old-fashioned way. Inside, it is an institution concerned with matters looking far into the decades ahead.

This is the place where future admirals have been trained for the better part of a century.

Everyone knows the Naval War College. Yet because admittance is generally restricted to staff, students, and guest lecturers, few in the rest of the Navy know what really goes on behind those massive granite walls. Even for those who know NWC, it is hard to keep posted, with so many changes being made.

During the past several years, for example, the Naval Warfare course has been substantially revised. Participation of other military services has been increased. A graduate degree program is now being offered in conjunction with civilian universities. Also, special emphasis is given both to future developments and to classical military and maritime strategy.

EVERY MORNING more than 300 students arrive for classes, clad in the all but official uniform of sport coat, slacks and bulging briefcase. You might not recognize the "uniform," but chances are you would know some of the faces, for most of them are, of course, U. S. naval officers. Those in the senior course, are usually in the grades of captain and commander.

Also here are senior officers from the Army, the Air Force and the Marine Corps. A commander from the Coast Guard is enrolled, as are students from civilian agencies of the government concerned with national security matters: State, CIA, USIA, NSA, and ONI.

These students come from command of destroyers, submarines, and aircraft squadrons; they may be reporting from command of regiments, battle groups, and battalions, or from embassies abroad or from duty as country and regional officers in the State Department. They come from the far corners of the world, especially from its trouble spots: From Southeast Asia, from the Congo, from Moscow, from Berlin.

Thus each class represents a wealth of experience in direct contact with all phases of the Cold War all over the globe.

Concentrating such an elite group as this in a town the size of Newport produces results that are almost predictable. Though each class will remain only 10 months, they become part of the community as well as the college. It can be predicted that the "students" and their wives will take a leading part in church work, scouting, charity drives, parent-teacher associations, and in the cultural life of the community. War College children will be well represented both in varsity sports and on honor roll lists.

IT CAN ALSO BE PREDICTED that most students will arrive with a false picture of what their year at the College will be like. True, they are aware that they

have been hand-picked, and that the College is an excellent place to build a reputation with their contemporaries for professional ability and over-all sharpness.

They know that while their future promotion is far from assured, they would not have been sent to the College if they were not considered to be promising material. This they are prepared to demonstrate.

At the same time, they have been looking forward to being freed from the stress of operational, short-deadline, high-pressure duties in order to spend a year in study and reflection.

Thus they tend to envision the time at the College as a "sabbatical," a year to settle down with book, pipe and tweed jacket into a leather-covered arm chair, to meditate on how to protect our national security. To be sure, the elements are there: The chair, the pipe, the jacket, and the intense concern with promoting national security.

A student finds, in short order, that meditation periods tend to be brief. The tempo is one of urgency.



NAVAL CHECKERS—Officers conduct war games on the College's checkerboard floor in WW II.

"TO PREPARE OFFICERS for higher command" is the way the official mission of the College reads in part. In other words, to teach what every admiral should know.

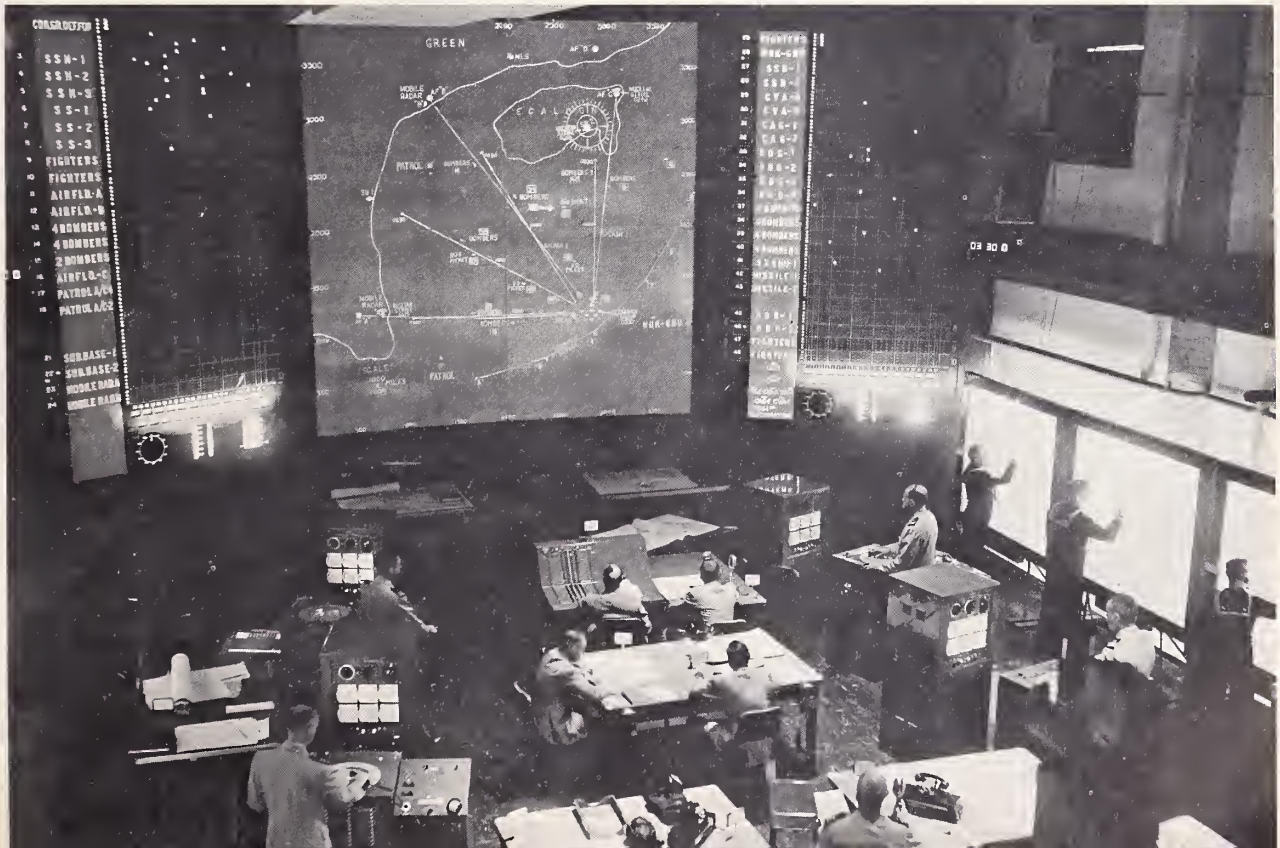
The Naval War College represents the Navy's attempt to make certain its future leaders will have a broad professional understanding of strategic and operational planning.

As the leaders of the Navy need to know just about everything these days, it is not surprising to find that instruction covers a wide area. Because it does, and because all aspects of our national security program grow increasingly interrelated, the representatives of the other services and governmental agencies are able to benefit from almost all phases of the curriculum.

The curriculum of the senior course consists of four major parts: Strategy Study, Strategic Planning Study, Naval Warfare Study, and the Research Paper Program.

- *Strategy Study* provides background in international relations as the basis for understanding factors in the formulation of our national strategy.
- *Strategic Planning Study* deals with the formulation of military strategy at the Joint Staff and unified command levels.
- *Naval Warfare Study* is concerned with operations involving current and future weapon systems and with Fleet operational planning.

TODAY'S WAR tactics are practiced using electronic equipment that simulates actual war conditions.





ROUND TABLE—Seminars and group discussions allow for the exchange of ideas between students.

• The *Research Paper Program* requires the preparation of a thesis-type paper. This represents the student's major effort for the year. Students may propose topics that are either strategic or more technical and professional in nature. Upon completion of their papers, they present oral briefs to their classmates.

Supplementary studies are conducted in international law, fundamentals of logical analysis, and cold war and counterinsurgency planning.

The year is concluded with a week in which students and staff are joined by prominent civilian leaders, high-ranking military officers, and senior Reserve officers for a series of discussions concerning global strategy. The College has no "school solution," and the global strategies which the several committees produce vary considerably.

TO GIVE YOU an idea of how NWC moves to keep up with changing conditions, the present program represents the third major revision since World War II.

Shortly after the war, two separate courses were set up at the senior Naval War College level: one in Strategy and Tactics and another in Strategy and Logistics. By 1952 the two courses had borrowed the best features of each other's program to such an extent that they had become essentially one.

The current program (see box on page 62) was established in 1958. However, students with different backgrounds continue to pose problems. If sufficient officers could be made available, and if adequate classroom space could be obtained, under ideal conditions officers would first attend the junior course in command and staff, at about the lieutenant commander level, then later return for the senior course. It doesn't work that way. There are other requirements and commitments, and officers may report for the senior course without having had the junior. Every effort is being made—such as group solution methods—to make the present program as effective as possible.

THE NAVAL WAR COLLEGE student is far different from a graduate student. For one thing, he may well be 20 years older than the usual master's degree candidate. In addition, he knows what it means to face—and discharge—responsibilities.

Thus, he's expected to assume a far larger share of individual responsibility than is usual in graduate study programs. The College attempts to arrange situations in which students employ their backgrounds to teach each other, while working on real problems.

For example, during the Strategy Study, student committees act in the role of the National Security Council, formulating their ideas as to what our national strategy should be.

During the Strategic Planning Study, these same national strategy papers are used as the basis for military planning. During that study, committees develop joint strategic capability plans for the U. S. and other nations. These plans are then tested in strategic war games. Other committees are used as staffs for Fleet planning problems.

The students assigned to staff the committees need not be experts in the tasks they are given. In fact the opposite may be the case—an Air Force colonel may be a student admiral in charge of an amphibious landing; a submariner may be given the role of Attack Carrier Striking Force Commander.

It will be up to them to find the experts in their committees to teach them what they need to know, or to turn for help to the Staff of the College, composed of military officers from all the services, a representative from the State Department (usually of ambassadorial rank) and resident civilian professors.

THE ROLE OF the NWC Staff is to provide necessary guidance when it is needed (not before), even allowing students and student committees to make mistakes, to march boldly up blind alleys—but then pointing out errors and oversights before the frustration index approaches the danger point.

Through the years, self-teaching situations have been built deeply into the structure of the College. The aforementioned Air Force colonel is assigned to a study room in which he has as his roommates a submariner, a Marine, a Foreign Service Officer, and a naval aviator. By means of this arrangement, even so informal a matter as going with one's roommates to the coffee mess, or discussing the morning headlines, furthers the process of interchange of information.

As might be expected, reading plays a prominent part in the educational program. The opportunity to study extensively in a well-stocked library is one which few students have had in a long time, perhaps not since leaving the Naval Academy or college. Reading is done both in support of programed studies and in support of the research paper each student writes.

IN ONE RESPECT the student at the Naval War College is like his counterpart on any campus. The preparation of the research paper is far from popular. Yet, by the time papers have been submitted and evaluated, most students agree that in no other way could they have gained such insight into the strategic or professional subject they selected for study.

The culmination of the program is reached when each student presents an oral brief of his paper to his committee. This is one of the high points of the year. Following these committee presentations, a few are selected for repeat performances for the entire class.

"War gaming" was, until the last few years, a teaching method unique to service colleges. In the past





NOTABLE ALUMNI—Many admirals tested strategy they used in WW II on College floor. *LEFT:* ADM C. W. Nimitz (left), and ADM E. J. King discuss plans. *Rt:* ADM W. F. Halsey (rt.) plots battle.

few years, confirmation of the value of gaming has been furnished as business management schools have begun to exploit gaming in training management. For example, the "business gaming" now done at certain institutions is an outgrowth of methods long in use at the Naval War College.

IN EARLIER DAYS, war games were conducted with ship models which were moved about on checkerboard floors. In this manner, Fleet Admiral King formulated and tested essentially the same strategy he would later employ in World War II to roll back the Japanese advance from the South Pacific.

Other distinguished graduates—for example: Fleet Admirals Nimitz and Halsey, and Admirals Spruance, Turner, Kinkaid, Hewitt, Edwards, Conolly, Sherman, Hall and Kirk—also maneuvered model fleets on the checkerboard floors.

Unfortunately, the checkerboard type of game required that players spent much of their time waiting, while their moves were evaluated by control teams. But this earlier method of gaming had a more significant drawback—it was suited only to the simulation of surface action. It could not be adapted successfully to fast-moving air and subsurface action.

So, although the checkerboard floors and the spectators' balconies around the war game rooms are still visible today, the rooms themselves have been converted to lecture rooms and coffee messes. The war gaming facility has now gone electronic, and is housed in a wing of its own in Sims Hall. The Navy Electronic Warfare Simulator (NEWS) provides war gaming services both to the College and the Fleet.

NO EFFORT HAS BEEN SPARED to achieve realism. "Admirals" and "commanding officers" of opposing forces are isolated from each other in command centers, where they are supplied only the type of information they would be likely to have in combat. They must make their decisions from limited and often imperfect information—as is, of course, the usual case in real life.

To avoid tedious waiting periods, game time can be stepped up to two-, four-, or even forty-times normal clock time. While games are being conducted, control teams and spectators can follow the maneuvering and action of opposing forces as portrayed on the master plot screen in the umpire area. If action tends

BAY VIEW—Stone buildings of the Naval War College stand impressively on shore of Narragansett Bay, R. I.





WAY BACK—Drawing done in 1894 shows officers at Naval War College practicing naval tactics.

to drag, the control team can inject new information into the game to intensify the problem.

After the game is completed, decisions made by the players can be evaluated. Means are available for re-creating, during the critique sessions, the situation at any point of the game. Opposing moves can therefore be analyzed in detail, and players can see for the first time the picture that actually confronted them at each stage of the game.

LOCATED AT THE Naval War College is the headquarters of an unusual institution whose specialty is studying tomorrow. The Institute of Naval Studies looks as far into the future as it can, to determine how to exploit changes in science, technology, and the international scene.

Because of the broad experience represented by the backgrounds of both staff and students, there is assembled at the College a pool of talent which can be readily drawn upon for consultation.

No matter whether the subject has to do with missile systems, satellites, command and control, the Congo, Laos, Formosa, counterinsurgency, Fleet ballistic missile submarines, the Joint Staff, unified commands, Berlin, Cuba, petroleum supply in the South Atlantic, operating conditions in the Arctic or the Arabian Sea—whatever the subject, there is almost certain to be at least a few in the College with experience or expert knowledge about it.

This year the Institute has invited the assistance of staff and students of the Naval War College in an investigation of long-range tasks and missions of the Navy. By this interchange, personnel at the College have the chance both to contribute to and to obtain a preview of tomorrow's world and tomorrow's Navy.

The military staff of the College, its State Department Advisor, and the resident civilian professors participate extensively in the lecture program. In addition, a good part of the lecture program depends on lecturers who are top authorities in their fields.

THE STUDENT at the War College often has the unparalleled opportunity to hear—and then to question—such speakers as the Chairman of the Joint Chiefs of Staff, the chiefs of staff of all military services, cabinet officials, foreign ambassadors, fleet commanders, unified and specified commanders, chiefs of bureaus, prominent academic figures in fields of history, defense policy, international relations, and international law, as well as distinguished military writers.

To be asked to lecture at the Naval War College is an honor which has been prized since the days of Theodore Roosevelt.

Question periods which follow the lectures are candid and are uninhibited, for the most part, by policy considerations. This is possible because all such lectures and discussions are off the record.

A recent innovation is the post-lecture conference, in which student representatives from each committee meet with lecturers in round-table discussions to dig deeper into the subject at hand in an informal atmosphere. These sessions have proved so successful that an increasing number of students have been stopping in to listen as spectators. As a result these afternoon sessions are being moved from the smaller lecture room back into the auditorium.

—CAPT Richard Ironmonger, SC, USN.

These Are The Courses Offered by the Naval War College

The Naval War College is, in reality, a university, consisting of several "colleges" (or departments, as they are called). Here are the courses that are offered.

• *Naval Warfare Course*—the senior course—on the same level as the Army War College and the Air War College. It lasts 10 months and is open to Navy captains and commanders and their equivalents in the other military services and government.

• *Command and Staff Course*—the junior course—on the same level as the Army's Command and General Staff College at Fort Leavenworth, Kansas, and the Air Command and Staff College at Maxwell Air Force Base, Ala. It is a 10-month course for officers more junior than those in the Naval Warfare Course (lieutenant commanders generally).

Selection to attend both the senior and junior courses is made by a formal board convened annually in the Bureau of Naval Personnel.

• *Naval Command Course*—a 10-month course for senior officers of Free World navies.

• *Extension Education Courses*—a series of correspondence courses, by which the curriculum of the College is extended to officers unable to attend a residence course (see the April 1962 issue, p. 48).

• *Reserve Officers' Courses*—two-week courses for senior and junior Reserve officers offered in the spring, plus a two-week course for instructors of Naval Reserve Officers' schools in the summer.

• *War Gaming Course For Fleet Officers*—a brief course to give officers from the Fleet experience in dealing with various types of combat under simulated conditions. Rehearsals of Fleet exercises are also arranged on request for the staffs of task force commanders. A unique "Navy Electronic Warfare Simulator" (NEWS) is used to give the ultimate in realism.

DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ EKSTROM, Clarence E., VADM, USN, for service from October 1959 to November 1962 as Commander Naval Air Force, U. S. Pacific Fleet. Displaying marked professional competence and resourcefulness, VADM Ekstrom has been highly successful in carrying out his many responsibilities throughout this period. His diligent application of the principles of leadership and his high personal standards of conduct have left a lasting impression on the personnel of his command. Under his skillful direction, the combat readiness and capabilities of the Naval Air Force units in the U. S. Pacific Fleet have steadily increased, thereby assuring the United States an effective and formidable instrument for preserving peace in the several international crises that arose during his command tenure.

★ PIRIE, Robert B., VADM, USN, for service as Deputy Chief of Naval Operations (Air) from May 1958 to November 1962. VADM Pirie has been responsible for advances contributing to the effectiveness of the naval air arm. He vigorously sought better weapons and equipment based upon sound research and accurate evaluation of operational experience. Under his direction, significant improvements were achieved in aviation safety, a more efficient and economical program for aviation maintenance was instituted, and training and operating procedures were standardized. VADM Pirie established the first formal Navy organization for astronautics and led the Navy in the exploitation of space as essential to the perpetuation of sea power supremacy.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ HODGES, William D., SA, USN, for services in connection with rescue and evacuation operations following a disastrous train wreck at Steelton, Pa., on the late afternoon of 28 Jul 1962 (See ALL HANDS, December 1962, p. 16). As leader of a drill team which chanced upon the scene of a nine-car train derailment while returning by bus from a parade at Port Royal, Pa., to Bainbridge, Md., Hodges, upon observing that there was no organized rescue effort, immediately organized his drill team into rescue units and proceeded to remove the injured and dead from the twisted wreckage. Displaying unusual organizational skill, firm leadership, and quick initiative, he directed and personally participated in rescue and evacuation operations for a period of approximately eight hours, contributing greatly to the saving of many lives and to the alleviation of human suffering.



AIR MEDAL

"Awarded for meritorious achievement in aerial flights . . ."

★ ANGIER, Donald L., LCDR, USN, for aerial flights during the period 17 Nov 1961 to 27 Jan 1962 while serving with Air Development Squadron Six (VX-6) in connection with operations in the Antarctic. As an aircraft commander of an R4D ski-equipped aircraft during this period, LCDR Angier successfully carried out aerial reconnaissance flights for the New Zealand Government over mountainous areas at extreme range and altitudes to establish landing areas and traverse routes for a New Zealand geographical and mapping survey party. In addition, he conducted three hazardous logistic-support flights, landing and taking off in his heavily loaded aircraft at altitudes varying between 8000 and 10,500 feet on unknown snow surfaces.

★ FARRINGTON, Robert H., LCDR, USNR, for aerial flights during November 1961 while serving with Air Development Squadron Six (VX-6) in connection with operations in the Antarctic. As aircraft commander of an R4D ski-equipped aircraft, LCDR Farrington flew his heavily loaded plane from Byrd Station, Antarctica, to the Eights Coast, Antarctica, a distance of more than 600 nautical miles over uncharted terrain, to determine a suitable landing area for proposed operations. From information obtained by him, the feasibility of the operations was determined. Later, he again flew his aircraft to this remote area and, after landing in near white-out conditions and without radar or radio aids, supervised the establishment of a base camp, laid out a ski-way, established radio communications with McMurdo Sound, and commenced hourly weather reports.

★ GOETZ, Charles R., LT, USN, for aerial flight on 29 Mar 1962, as pilot of an HRS-3 helicopter, attached to NAAS, Fallon, Nev. Participating in the rescue of severely injured survivors of an airplane crash in a remote, mountain area approximately 20 miles southwest of Austin, Nev., LT Goetz skillfully maneuvered his helicopter at an elevation of close to 10,000 feet at the crash site, several thousand feet above the altitude considered maximum for HRS-3 operations. On one occasion, he held one wheel of his helicopter on a steep, icy slope in turbulent air for an extended period of time while a critically injured man from the crashed plane was placed on board for evacuation.

★ WEEKS, James W., LT, USN, for aerial flights during the month of November 1961 while serving with Air Development Squadron Six (VX-6) in connection with operations in the Antarctic. As aircraft commander of an R4D ski-equipped aircraft, LT Weeks flew his heavily loaded plane from Byrd Station, Antarctica, to 'SKY-HI,' Antarctica, a distance of more than 600 nautical miles over uncharted terrain, and landed on an unknown snow surface in that remote area. He then supervised the establishment of a base camp, laid out a ski-way, established radio contact with McMurdo Sound and commenced hourly weather reports. On his recommendation, logistic support flights were initiated at McMurdo, and a total of 48 tons were airlifted to this remote area.

Gold Star in Lieu of Second Award

★ CARLSON, Ronald F., LT, USN, for aerial flights on 3 and 5 Nov. 1961 while serving with Air Development Squadron Six (VX-6) in connection with operations in the Antarctic. As aircraft commander of an R4D ski-equipped aircraft, LT Carlson carried out an aerial reconnaissance for the New Zealand Government over mountainous terrain at extreme operating altitudes to establish landing areas and traverse routes for a New Zealand geographical and mapping survey party. Later, he landed his heavily loaded aircraft at an elevation of 11,000 feet on an unknown snow surface in the Dominion range, more than 500 nautical miles from McMurdo Sound, Antarctica.

TAFFRAIL TALK

ON PAGE 1 OF THIS ISSUE you will note a new name carrying the title of Editor of ALL HANDS Magazine. However, the name will not be new to ALL HANDS readers. John Oudine has been managing editor of the magazine for many years.

He knows his Navy. He has been closely associated with the Navy for nigh onto 20 years, both as an officer on active duty in World War II, and as an editor for a number of Navy publications.

During the more than 15 years that he has been with the Bureau of Naval Personnel, he has served under six Chiefs of Naval Personnel, managed "The Naval Reservist," and served as Publications News Editor and Managing Editor of ALL HANDS.

John Oudine knows his way around. He has traveled extensively, having visited and worked in more than 50 countries, on every continent, from India to Egypt, and from the Fiji Islands to French Guiana. After graduating from Columbia University's Graduate School of Journalism with an M.S. degree, he joined an educational news service and spent two years traveling around the world, sending back articles from the countries visited.

During the war, he served on the staff of COMAIRSOPAC and with Carrier Air Group 15 in the Pacific.

He knows the publication business. He was one of a then two-man staff on *BuAer News*, serving as Field Editor when it was first blossoming into the format you recognize today as *Naval Aviation News*. He is still a member of the Naval Reserve on inactive duty serving as a lieutenant commander.

Before joining the government, he spent two years in the Far East as an information officer with the United Nations (UNRRA) in China.

★ ★ ★

Wave Alyce Salen finally reported aboard her ship. It was official, too.

Alyce is the Wave, if you remember, who was ordered to the auxiliary fleet tug USS *Sunnadin* (ATA 197) last summer. This had *Sunnadin's* crew in a dither.

They ran around the ship, hanging pink curtains to go with the ship's pink anti-rust paint (it was then undergoing an overhaul) and arranging other little ladylike articles for their new "crew member."

Before the impossible happened, the Navy corrected her orders and Alyce was reassigned to the Barber's Point Naval Air Station.

However, so Alyce wouldn't think she was unwanted by *Sunnadin*, the officers and crew invited her to visit their ship while it was in the area.

She had coffee with the skipper, lunch with the crew, and was given a special tour of the ship.

She came to the conclusion that *Sunnadin* had "a very fine crew," and told them she enjoyed her brief tour with the seagoing Navy.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Information Bulletin, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

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Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

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• AT RIGHT: ON ICE—*USS Northampton* (CC 1) is seen following an icebreaker cutting a path through the thick ice as the former CLC, now called a command ship, cruised in northern waters.

in the U. S. NAVY



all hands are SKILLED HANDS

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended for 10 readers. All should ... it as soon as possible. ... COPY ALONG

MARCH 1963

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MARCH 1963 Nav-Pers-O NUMBER 554

VICE ADMIRAL W. R. SMEDBERG III, USN
The Chief of Naval Personnel

REAR ADMIRAL A. S. HEYWARD, Jr., USN
The Deputy Chief of Naval Personnel

CAPTAIN J. L. COUNIHAN, USN
Assistant Chief for Morale Services

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Jerry Wolff, **Research**

Don Addor, **Layout & Art**

French Crawford Smith, Reserve

• **FRONT COVER: BRIDGE WORK**—Quartermaster mans the ship's wheel as a bo'sun's mate explains gear to new man on ship cruising through Pacific waters. Sorry, neither men, ship nor photographer were identified.

• **AT LEFT: PLENTY TO SMILE ABOUT**—Wives, children and friends of crew members of the Seventh Fleet flagship *USS Providence* (CLG 6) wait on pier for ship to dock as men on board *USS Topeko* (CLG 8) look on.

• **CREDIT:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

BACK AT SEA — *USS Albany*, first of three all-missile cruiser conversions, shows off new silhouette of CGs.

MACK JOINS THE CRUISER

"MAC" MAY BE A somewhat informal term occasionally used in addressing unfamiliar persons, but Navymen have given it a different spelling and more polite meaning. In Navy terminology, "mack" means a combination of mast and forward stack, which is a new idea in ship superstructure.

Two guided missile cruisers, converted from heavy cruisers, have been recommissioned and are the first to carry "mack." They are USS *Albany* (CG 10) and *Columbus* (CG 12). One other former heavy that is to receive a mack is *Chicago*, scheduled to rejoin the Fleet sometime in early 1964 as CG 11.

Albany and *Columbus* have been rebuilt from the third deck up. Towering superstructures are made largely of aluminum to prevent topheaviness. *Columbus* is taller, from the keel to the top of the mast, than aircraft carriers of the *Midway* class. The mast is removable so that the CGs may pass beneath bridge spans at the entrances to some harbors.

Spaces inside the superstructure just forward of the mack are used for radar, communications, and facilities necessary for the functioning of an admiral's staff. Part of this superstructure houses the navigating bridge. An elevator that holds six men makes it possible to move rapidly from the main deck to the 08 level.

LOOK AT THIS — New type lockers on the missile cruisers are under bunks.



WHEN ALL THREE CGs are added to the Fleet's operating cruiser force, the Navy will have a total of 12 cruisers with guided missile capability.

The three aforementioned ships will carry two five-inch gun mounts each. They are armed with *Talos*, *Tartar* and *Asroc* (antisubmarine rocket) missiles. They carry twin *Talos* missile launchers fore and aft, twin *Tartar* launchers to the port and starboard of the bridge, and an eight-missile *Asroc* launcher amidships.

The long-range punch of these

cruisers for surface-to-air is provided by their *Talos* missiles. *Talos* are long range missiles approximately 30 feet long and weighing a ton and a half apiece.

Tartar missiles provide a knockout punch for close-in air protection. They are only 15 feet long and slightly more than one foot in diameter, with a shorter range than *Talos*.

The launching systems of these missiles carry the birds in a fully ready position in the missile house. In operation, the missiles are automatically selected and loaded onto the launcher, pointed in the direction called for by the fire control system, and launched at an exact pre-computed instant to hit their target at the most desirable range.

Besides *Talos* and *Tartar* for air targets, the new CGs will be a threat to submarines because of their *Asroc* missile systems. *Asroc* missiles are 15 feet long and weigh about 1000 pounds each. They can track down and destroy a submarine several miles away.



HERE SHE COMES — *USS Columbus* (CG 12) is all new from third deck up.

FORCES

A CREW OF A DIFFERENT type from that of the standard heavy cruiser is needed for manning these ships. Many gunners' mates are replaced by guided missile technicians, who handle the maintenance of the guided missiles and guidance systems, and the actual launching of the missiles. A great number of men are needed in the electronics, communications and radar fields, due to the amount of technical gear carried by the CGs.

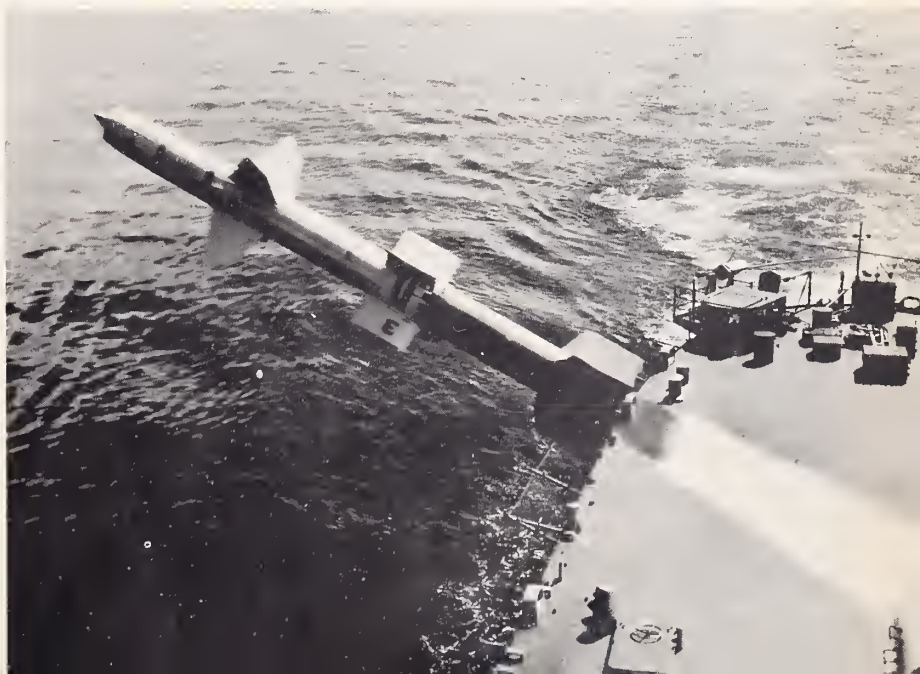
Living conditions on board the new ships have undergone several changes. Bunks in enlisted men's living compartments are no longer stacked in tiers of four. They are in tiers of three. Each bunk bottom lifts up to reveal a locker underneath, and each bunk is equipped with a foam rubber mattress. These lockers not only take up less room in a compartment than upright lockers, they also hold more gear. Each man has a reading lamp attached to his bunk, and all berthing compartments have adjacent toilet and shower facilities.

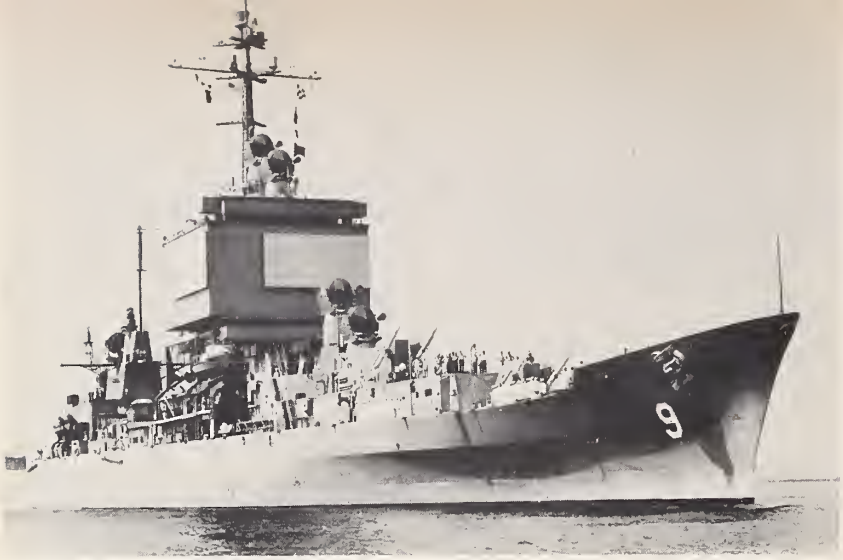
But perhaps best of all from the crew's standpoint, all working and living spaces are air-conditioned and each bunk has an air-conditioning outlet.

LIKE MOST SIZABLE Navy ships, the CGs have all the facilities of a city—from a cobbler shop to a hospital. *Columbus* has a seven-bed hospital ward in addition to an isolation ward. Also available is a modern operating room to be used in case of emergencies at sea. Many spaces, such as the barber shop and CPO lounge may be converted into emergency medical stations during wartime.

Both *Albany* and *Columbus* carry two helicopters for use in antisubmarine warfare and replenishment exercises. The versatile craft can also

MISSILE CRUISER lets loose with a dual-purpose *Talos* guided missile.

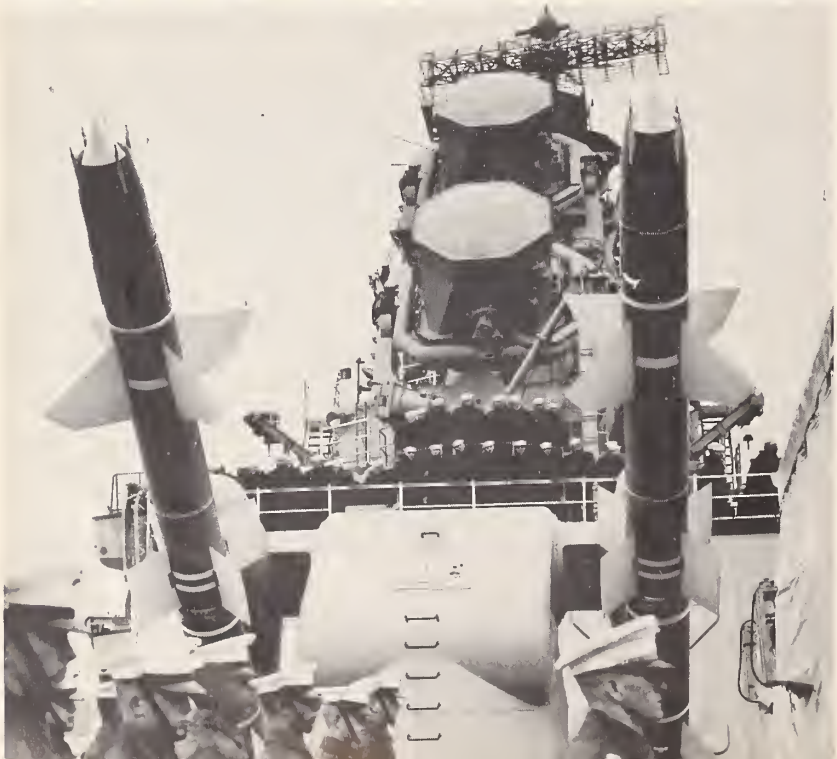




NUCLEAR-POWERED *USS Long Beach* (CGN 9) is also an all-missile cruiser. *Below:* Cruisermen on new missile ship enjoy meal in their modern mess.



NAVYMEN and Marines stand formation as *Albany* is commissioned in Boston.





TERRIER is fired by *USS Boston.*

perform many other tasks. They are kept astern, below decks, in a hangar which also houses complete maintenance facilities, much the same as the hangars aboard conventional heavy cruisers.

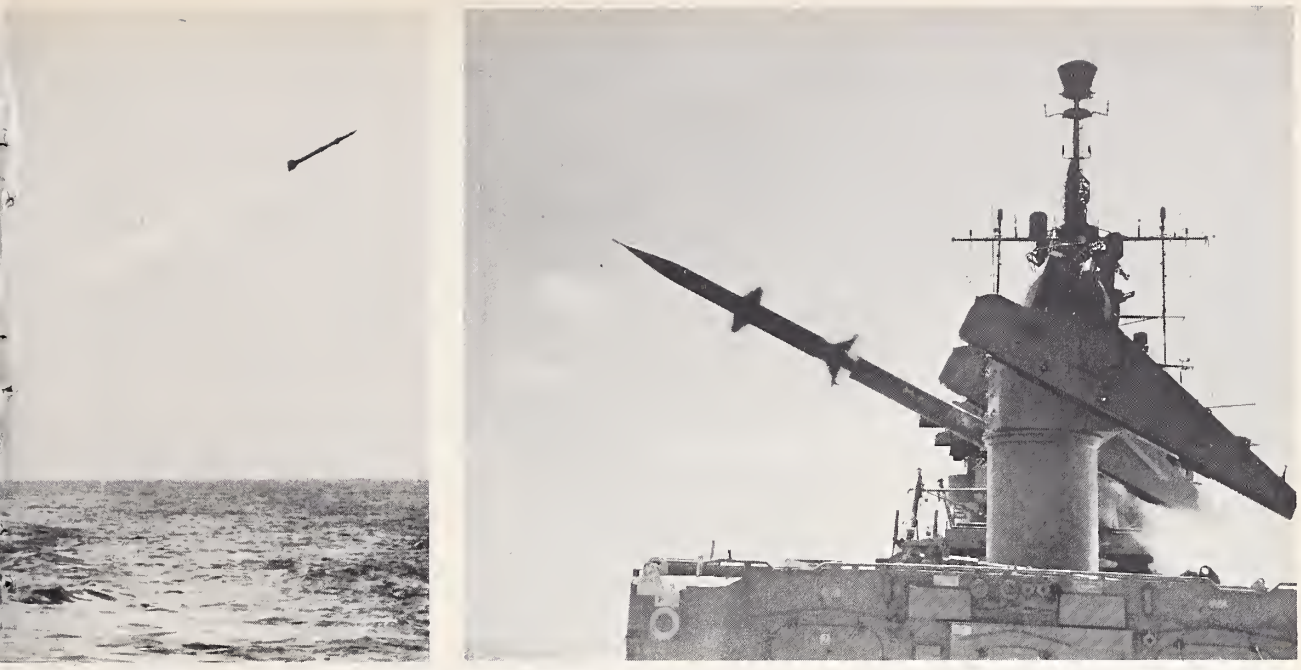
Four boilers and four screws in the CGs will develop 120,000 shaft horsepower, and insure that they will be able to keep pace with any task group.

Albany has installed the latest missile replenishment-at-sea equipment. This new system helps solve the numerous problems of quick missile transfer from ammunition ships during all types of sea conditions.

It is estimated that 66 million man-hours went into *Albany's* conversion from 1958 until 1962. During this

BEFORE, *Albany* looked like this.





'OLD TIMERS' — USS *Boston* (CAG 1) *(left)* and USS *Canberra* (CAG 2) *(rt.)* were among first to get missiles.

time more than 41,000 blueprints were used, enough to cover 25 acres.

Albany was first commissioned 15 Jun 1946 as heavy cruiser CA 123. After Second and Sixth Fleet service, she was decommissioned 30 Jun 1958 at the Boston Naval Shipyard and her conversion to CG began.

Columbus, formerly CA 74, was originally commissioned 8 Jun 1945, and *Chicago*, ex-CA 136, was first commissioned 10 Jan 1945.

THERE ARE SIX guided missile light cruisers in commission now. USS *Galveston* (CLG 3), *Little Rock* (CLG 4) and *Oklahoma City* (CLG 5) are armed with *Talos* missiles. *Providence* (CLG 6), *Springfield* (CLG 7) and *Topeka* (CLG 8) carry *Terrier* missiles.

Two guided missile heavy cruisers, USS *Boston* (CAG 1) and *Canberra* (CAG 2), also carry *Terriers*. USS *Long Beach* (CGN 9) is equipped with *Talos, Terrier* and *Asroc*.

After 1 Jul 1963, there will be only three conventional heavy cruisers left in commission. They will be: USS *Saint Paul* (CA 73), *Los Angeles* (CA 135) and *Newport News* (CA 148). *Helena* (CA 75), flagship for Commander First Fleet, is headed for the inactive reserve, after serving continuously with the Pacific Fleet for more than 17 years.

Columbus is to provide the replacement for *Helena* within the Pacific Fleet. She is to be homeported in Bremerton, Wash. *Helena's* home port is San Diego, and she is scheduled for inactivation this spring.

Saint Paul will replace *Helena* as First Fleet flagship. Officially homeported in San Diego since 1 Jul 1962, *Saint Paul* is undergoing overhaul at Long Beach.

Another modern ship with a cruiser hull is USS *Northampton* (CC 1). Now operating as a command ship with the Atlantic Fleet, she can serve as an alternate national command post.

If the cruisers that have joined the operating Fleet within the last five years are an indication of the changes yet to come in our CRUDES force, the cruisers commissioned during the next few years may indeed be quite different from the conventional heavies. — Jim Lewis, JO2, USN

NEW LOOK — Remodeled USS *Albany* with *Tartar* and *Talos* launchers aboard struts her stuff during cruise.





TRAIL SUPPORT

OFFICIAL LANGUAGE lists one of the functions of the U. S. missions in the Antarctic as "trail support." Translated into terms understandable to Navymen who have never been to the Antarctic, it means aerial reconnaissance and support of military and civilian field parties.

It is important to the expedition. Without it, the scientific effort on the White Continent would be seriously hampered; perhaps it would even come to a complete standstill.

Its importance lies in the fact that scientists operating hundreds of miles away from their home station are at the mercy of the land and the elements (which are not noted in Antarctica for their mercy) and the radio.

Radio, while one of man's best friends in the frozen south, is notoriously unreliable in that part of the world surrounding the South Pole.

For example, during the Antarctic summer of 1960-61, Pole Station was out of contact with the rest of the world for nearly two weeks because of a radio blackout.

Planes have been known to fly directly over an installation without being able to make radio contact with the people on the ground below.

Trail support is often brought into play, as it was last December when a scientific party set out to make a

LONESOME ROAD—Seabees with heavy equipment make their way from Marble Point across the ice to McMurdo.



detailed stratigraphic section of formations composing the raised rock mass of the Antarctic in the Shackleton Glacier area.

The scientists also wanted to study the principal structural features and basement complex of the rock in that region, besides making a geographical map which would eventually become a part of the geological charting of the entire continent's rock mass.

The expedition was under the direction of Dr. F. Alton Wade, a veteran of the Second Byrd Antarctic Expedition of 1933-35.

The expedition shoved off toward the glacier area located in the Queen Maud Range on the polar plateau.

It was well equipped and made use of the newly introduced one-man motor sleds. It also was equipped, quite naturally, with a short wave radio powered by sled motor.

The initial silence of the party was all but ignored by McMurdo Station on the edge of the Ross Sea Ice Shelf.

As the days accumulated into a week, however, the atmosphere at McMurdo became more tense. After all, the glacier offered, in addition to its abundant beauty, abundant crevasses, all perfectly capable of swallowing whole any tractor team which attempted to cross the innocent crust of snow which concealed them.

A transport aircraft was sent out with orders to search for the Wade party. It wasn't an easy assignment. The Ross Ice Shelf is thought to be roughly the size of the state of Texas.

The crew of the plane started its serious searching efforts at the point from which the party was last heard.

The pilot deduced that a curiosity-filled scientist wouldn't stick to the open spaces but would head for the pockets and gullies of the glacier—and that is where the party was found.

The party was apparently minding its own scientific business. Its men waved in a matter-of-fact manner to the circling plane with little more enthusiasm than would be displayed by a neighbor waving to the man next door as he followed his power mower around the back yard.

The plane pilot learned that the party's radio power supply was insufficient for long-range contacts and dropped a tried-and-true, battery-powered radio as a substitute. It also dropped drums of mogas to insure sufficient fuel for the remainder of the scientific party's journey.



TRAIL BLAZING — *USS Glacier* (AGB 4) leads the way through Ross ice pack as summer softens it up and ships are able to bring in supplies again.

In the case of the Wade party, the trail support reestablished communication with home base. Happily, because of the expertness of the Antarctic party in coping with its environment, disaster is infrequent. However, trail support constantly serves as the means of bringing aid to a party in distress.

ALMOST EVERYONE is interested in the weather. However, the men at McMurdo Sound have more weather than most.

According to the Navy meteorologist with Operation Deep Freeze, the 12-month period ending last October was one of the coldest on record.

From October 1961 to October 1962, the temperatures were such as to make even fur-bearing seals pull their sealskin collars up around their necks.

For instance, in October 1961, the temperature sank to a shivering 37 degrees below zero. In September 1962, a brisk 42 degrees below zero was recorded while a minus 65 degrees was logged in August at nearby Williams Field ice runway.



ON THE BALL — Seabees of MCB 8 take a time out for fun on the ice.



WHITE OPEN SPACES — Two trackmasters head cautiously over deep Antarctic snow on scientific expedition to learn more about this frontier.

As winter approached the Northern Hemisphere, the mercury in Antarctica began to soar. In December, for instance, the temperature rose to a sickeningly hot 36 degrees above zero.

Cold, although it presents problems, is not as important in Antarctica as the wind, which can severely damage station facilities.

McMurdo itself is sheltered by the surrounding terrain so the average wind speed is only 14 miles per hour. However, during a storm in May 1962, gusts were recorded at 92 mph.

At the French station "Dumont D'Urville," the wind velocity was measured at speeds approaching 200 miles per hour.

The snowfall in Antarctica is not as heavy as one might think. During Deep Freeze '62 for instance, the total was only 33.4 inches.

However, there are relatively few thaws in Antarctica. When snow does fall, it may accumulate on the ground for hundreds of years. All this adds up to a lot of snow.

The terrific Antarctic blizzards are not composed so much of falling snow as of snow which has fallen during previous storms and is being blown by the current blizzard.

For ships approaching Antarctica, the cold year made itself known in the hundreds of miles of pack-ice which surrounds the continent.

Navy ships which had expected to arrive two weeks earlier than usual arrived two weeks later than usual because of the ice.

Even USS *Glacier* (AGB 4) was forced to halt her icebreaking operations for naval convoys until one of her propellers, damaged by ice, was repaired at Wellington, N. Z.

After the icebreakers came the summer "tourists" or, more officially, summer support personnel. Those traveling by ship did so largely on ships of Task Force 43 made up of 11 U. S. ships and two from New Zealand.

The task force will provide support for the polar station to enable them to continue their programs.

It will also look for a site on the Palmer Peninsula and the islands between Bellingshausen Sea and the Bransfield Strait to establish a small scientific station for geological and biological work to be performed during the summer of 1963-64.

Featherfoot's Fabulous Foragers Find, Fix

During the icy grip of the Antarctic night, an unoccupied standby camp at Marble Point, about a 12-hour tractor journey over the ice from McMurdo Sound, was battered by the fierce winds of the Antarctic winter.

At the camp lay an abundance of supplies and equipment—machinery parts, building supplies, tools, tires and a 23,000-pound TD-14 Crawler Crane which was thought to be beyond repair.

A party was sent out from McMurdo Station to re-establish the camp as a survival point and to assist in airlifting a fuel cache of more than 8000 gallons of fuel oil to relieve the temporary fuel reserve shortage at McMurdo Station.

The traverse party left McMurdo on the inauspicious date of 13 November and began its trek across the frozen Ross Sea. Chief Warrant Officer George Fowler, who is one of several Armymen assigned to the Antarctic Projects Officer and who is justifiably nicknamed Featherfoot, walked in front of the vehicle train chopping at the ice with his axe to test its ability to support the weight of the vehicles and to check for hidden crevasses.

When Featherfoot's Fabulous Foragers, as their McMurdo well-wishers had christened them, sighted the shredded flag which whipped above the camp, they knew they would be there for a while at first glance.

The buildings were badly in need of attention after the ravages of the Antarctic night. Machines which hadn't been touched for months had to be repaired.

The crawler crane which had stood idle for three years, the Foragers considered, was worthy of one last try.

After a couple of weeks, the crew had the camp in better shape than they had thought possible when they first laid eyes on it.

A new flag snapped from the flagpole. The camp was equipped with survival gear and more than $300,000 worth of supplies and machinery, including the crawler crane, were mushed across the Ross Ice Shelf to McMurdo.



Breaking the Ice

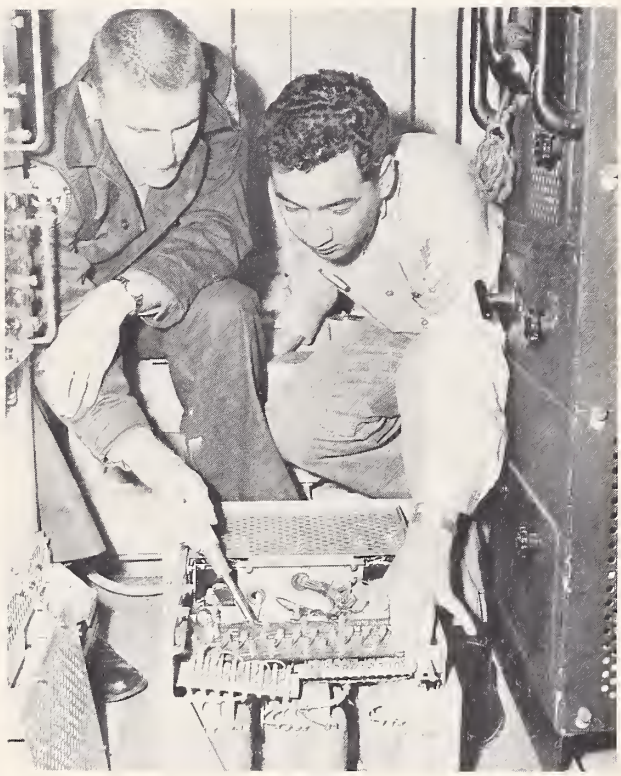
TAKE A LOOK AT a car that has run into a brick wall at high speed and you will get some idea of the beating that a Navy icebreaker takes while hitting ice floes head-on at 10 knots. However, the icebreaker is built to take it. Here is an example of one that has done just that since 1946.

The Seattle-based icebreaker USS *Burton Island* (AGB 1) has returned to home port after spending three months in the Arctic engaged in operations varying from submarine tending for USS *Seadragon* (SSN 584) and *Skate* (SSN 578), to charting the ocean bottom.

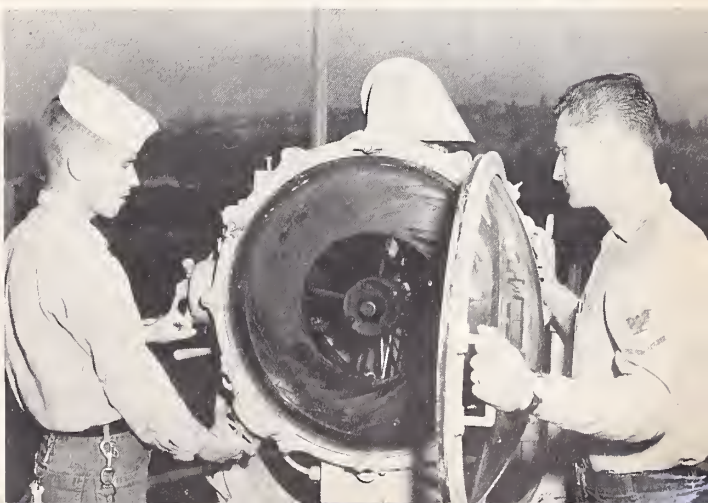
While the ship was making for the Strait of Juan de Fuca, at the corner of the state of Washington, a storm which rocked the Northwest caused unexpected damage to *Burton Island*. The five-inch gun mount on the forecastle was flooded, damaging gun sights and precision instruments.

Burton Island then underwent a thorough material inspection, administered by the Sub-Board of Inspection and Survey, San Francisco. The inspection revealed the need for repairs, but her crew is confident as to her fitness. This is evidenced by their performance during a recent training period in San Diego when the ship received an over-all grade of "excellent" in crew cooperation and efficiency.

Clockwise from top: (1) Crew members return to USS *Burton Island* (AGB 1) surrounded by thick ice. (2) Radiomen Gordon (left) and Sidelle inspect one of the icebreaker's radio transmitters. (3) A searchlight is checked over by Signalman Second Class Andres (left) and Quartermaster Third Class Hawks. (4) Enginemen reassemble number one main engine.







Degaussing Duty

THE 68 OFFICERS AND ENLISTED MEN on board the Seventh Fleet ship USS *Surfbird* (ADG 383) have good reason to be proud. Although not as spectacular as a carrier with jet planes taking off and landing, or as swift and sleek as a destroyer, *Surfbird* can claim a distinction unique in the U. S. Navy.

Not only is *Surfbird* the only operational degaussing vessel in the U. S. Navy, she is the only ship of her kind in operation in the world and performs a vital but little known role in safeguarding our ships and the ships of our allies.

Although permanent degaussing stations are located in the continental United States, Pearl Harbor and Japan, *Surfbird* boasts the only portable degaussing station in operation.

Most people will need an explanation of the mysterious word "degaussing." "Gauss" is a unit of measurement of *magnetic flux density*, and is so named for the physicist who conducted many of the early investigations on magnetism. The process of degaussing is the neutralization, insofar as possible, of this magnetic field.

Ships which become excessively magnetized are easy targets for the destructive powers of magnetic mines. *Surfbird* measures the magnetic "signature" of ships and takes steps to reduce it to as near zero as possible.

MAGNETIC MINES were first employed at the beginning of World War II and at that time there was no known defense against them. It was later discovered that when a ship was properly degaussed it could pass over magnetic mines and torpedoes without detonating them.

All modern naval vessels are now equipped with automatic degaussing systems which compensate for changes in magnetism as the ship changes course. Occasionally a ship's magnetism becomes so great that the degaussing systems cannot neutralize it. It is the job of *Surfbird* to check ships and make sure that their degaussing systems are working properly. To perform this delicate operation *Surfbird* uses *range coils* and *fluxmeters*.

The "range" is a structure, about 80 feet long, that is used to support the mine range coils in a perfectly vertical position. The range coils are connected by watertight cables to the fluxmeters installed in the degaussing compartment.

The cumbersome range, which rests on the port side of the ship, is lowered into the water and rests on the ocean floor. Divers must submerge and inspect the area for suitability for this operation. Such things as the type of bottom and whether or not the bottom is fairly level are considered. The range must be laid on a magnetic east-west heading so that ships may pass over it in a north-south direction.

When a ship passes over the range coil, a small voltage induced in the range coil circuit is amplified to operate the pen control of the fluxmeter so that a picture of the magnetic field of the ship is drawn on moving tape aboard *Surfbird*.

Within *Surfbird's* degaussing compartment there is one meter for each coil of the range. Depending upon the clarity of the impulse received you can tell which coil is directly beneath the center of the ship. That is the one used for accurate degaussing.

Surfbird checks minesweeps more often than other types of ships be-

RANGE WORK — Portable degaussing range is readied and (*rt.*) brought up from bottom after degaussing run.







FOLLOWING THE FLEET — *USS Surfbird* (ADG 383) boasts the only portable degaussing range in the Fleet.

cause of their frequent contaet with magnetic mines. On minesweeps, where all magnetic gear is placed in special storage spaces, the precision equipment of *Surfbird* can determine the location of improperly stowed gear that is affecting the magnetic signature of the ship.

IF SURFBIRD DISCOVERS that a ship has developed a dangerous level of magnetic force, the next task is to neutralize it.

This is done by "deperming"—wrapping the ship from bow to stern with huge electric cables which are aetivated until the molecular alignment of the hull negates any magnetie lines of force generated inside the ship.

This is an all hands operation with everyone from cooks to yeomen lending a hand to get the job done.

It takes a varying amount of time to deperm a ship, depending upon the size of the ship and upon the amount of magnetie force which must be neutralized.

After the process of deperming is completed, *Surfbird* checks the ship again to make sure the magnetic force has been neutralized. Deperming is a very delicate operation since if it is done longer than necessary, the magnetic field will be decreased past the zero point and will start to increase in the opposite direction.

In this case the deperming process would have to be rep.ated in reverse.

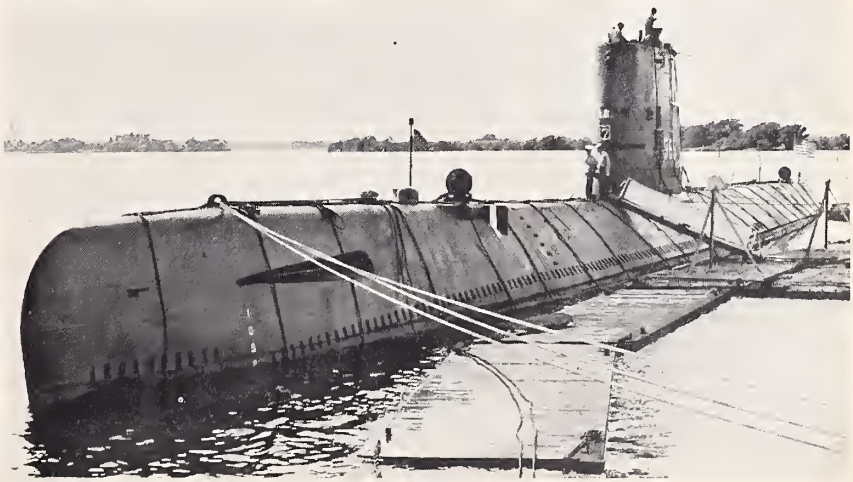
Operating throughout WESTPAC, *Surfbird* performs degaussing services not only for ships of the U. S. Seventh Fleet, but for the allied sea services of Japan, Korea, the Republic of China, the Philippines and Vietnam.

Personnel who serve in a technical capaeity in *Surfbird* receive instruction at the mine warfare school and degaussing school at Charleston, S. C.

The commanding officer of *Surfbird* is LCDR S. J. Sowinski. The executive officer is LT S. Ralph, Jr., and the degaussing officer is CWO J. D. Stone.

Surfbird is just one component of Task Foree 73, commanded by Rear Admiral William S. Post, Jr. Task Force 73, composed of Fleet oilers, ammunition ships, refrigerated supply ships, general supply ships, repair ships, salvage ships, tugs and other units of the Seventh Fleet makes it possible for the eombatant ships of the Fleet to sail wherever needed, perform their special tasks, and stay at sea indefinitely as a ready power for peaee in the western Pacifie. — Dean Walley, SA, USN.

IN PORT — *USS WAHOO* (SS 565) gets treatment at Pearl degaussing pier.



PILOT's EYE VIEW of approach for landing on the deck of *USS Enterprise* (CVAN 65) looks like this.

A CRUISE ON THE BIG 'E'

After little more than a year of commissioned service, the nuclear-powered aircraft carrier uss *Enterprise* (CVAN 65) has had a statistical check-up that indicates she's as naval as she is novel. Items from the carrier's book of Fs (for First, Fastest, Furthest, Fattest, etc.):

24 Sep 1960—First CVAN, world's longest ship, christened *Enterprise*.

29 Oct 1961—Enterprise commences six days of builder and preliminary acceptance sea trials.

3 Nov 1961—Trials completed; breaks many records for heavy combatants. Beams ADM George W. Anderson, Jr., CNO: "I think we've hit the jackpot."

25 Nov 1961—Enterprise commissioned.

12 Jan 1962—Following fitting out, CVAN puts to sea for the first time as a commissioned ship.

17 Jan 1962—First arrested landing aboard *Enterprise* is made with an F8E *Crusader* jet fighter piloted by CDR George C. Tally, Jr., Commander of Carrier Air Group One.

Jan 1962—Enterprise's first operational assignment is space capsule recovery duty with *Project Mercury* Sea Recovery Force off Bermuda. Space shot postponed; CVAN returns to Norfolk, Va.

Feb 1962—First operational squadron of Mach II A5A *Vigilante* attack bomber aircraft loaded aboard *Enterprise* at Mayport, Fla.

15 Feb 1962—Speedy (1606 mph) F4B *Phantom II* jet fighter records *Enterprise*'s 1000th arrested landing.

5 Apr 1962—CVAN completes shakedown training.

14 Apr 1962—U. S. Second Fleet demonstrates aerial and surface firepower. Observers on board *Enterprise*: President Kennedy, Congressmen, foreign diplomats.

16-18 Apr 1962—Final acceptance trials; CVAN enters yard for post shakedown availability.

25 Jun 1962—Officially joins Sec-

READY TO ROAR—A-6A *Intruder* gets ready for launching from *Enterprise*.



ond Fleet. First assignment is type training exercises in WESTLANT.

4 Jul 1962—First official port of call: Boston, Mass.

5 Jul 1962—Departs Boston; participates in first large scale fleet exercise while en route to Norfolk.

3 Aug 1962—Departs Norfolk for first assignment with Sixth Fleet in Mediterranean; participates in her first NATO exercise with ships and aircraft from France, United Kingdom, and Portugal. *Enterprise* aircraft land on British carriers and foreign aircraft land on CVAN for the first time.

16 Aug 1962—*Enterprise* is first nuclear-powered surface ship to operate in Mediterranean; introducing two fast, powerful jet aircraft to Sixth Fleet (*Phantom II* and *Vigilante*).

27 Aug 1962—Makes first call to a foreign port (Cannes, France).

10 Sep 1962—Arrives at Naples, Italy for eight-day visit; receives first foreign chief of state (President Antonio Segni conducts inspection on 14 Sep).

11 Oct 1962—Concludes first overseas deployment (during which her 5000th, 6000th, 7000th and 8000th arrested landings were recorded) upon arrival in Norfolk.

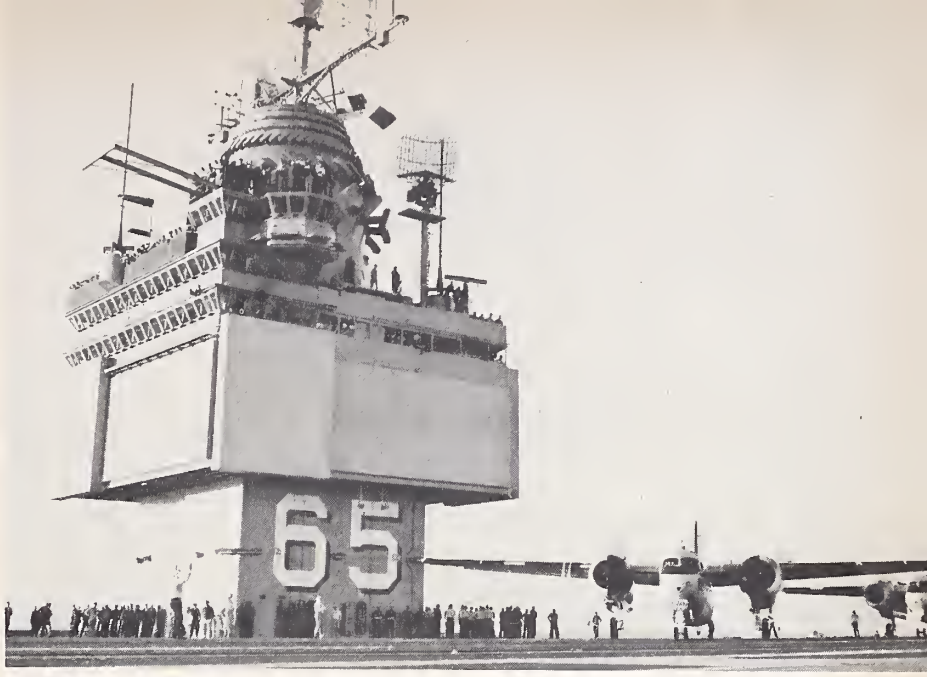
Oct 1962—Participates in Naval Quarantine of Cuba.

23 Nov 1962—LTJG Sidney Tucker Taylor of Attack Squadron 64 makes his 100th landing aboard *Enterprise*; is first pilot to qualify for ship's Centurion Club.

According to *Enterprise* statisticians, the CVAN is also the first carrier to steam more than 65,000 miles during first year of commissioned service; and, since World War II, the first carrier to record more than 10,000 arrested landings during its first year of commissioned service.

The bulk of the interest in *Enterprise*, however, is usually based on her vital statistics as the world's longest ship. She is more than 1100 feet in length, displaces 75,700 tons (standard displacement), and measures more than 250 feet across the widest portion of her broad flight deck.

Equally important, insist the men who operate *Enterprise*, is the punch she carries in the form of 100 aircraft of various attack and fighter design. These, they say, make her a very big lady indeed.

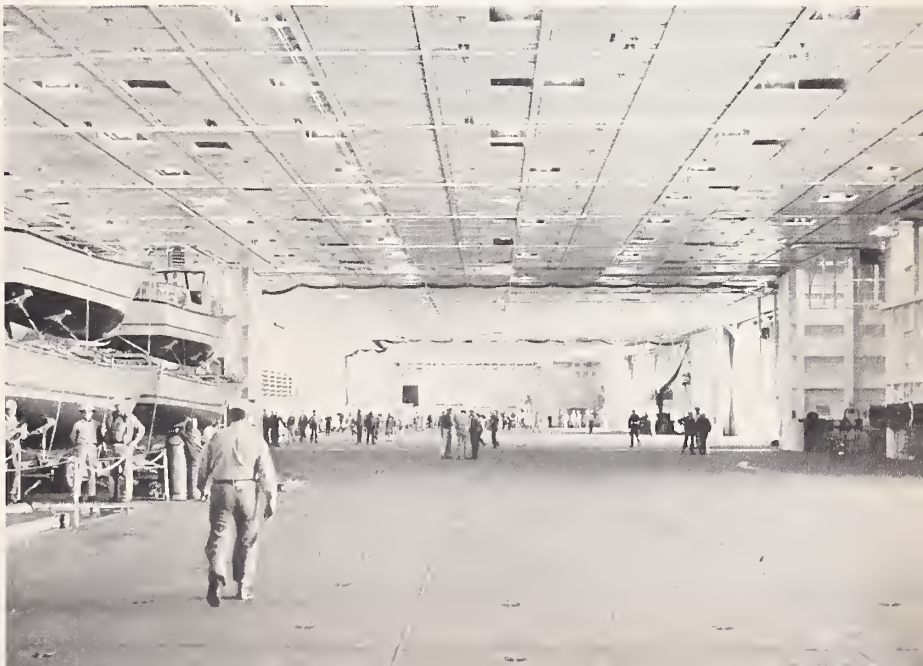


OUT FOR LAUNCH—Crew members watch carrier's first aircraft launching.



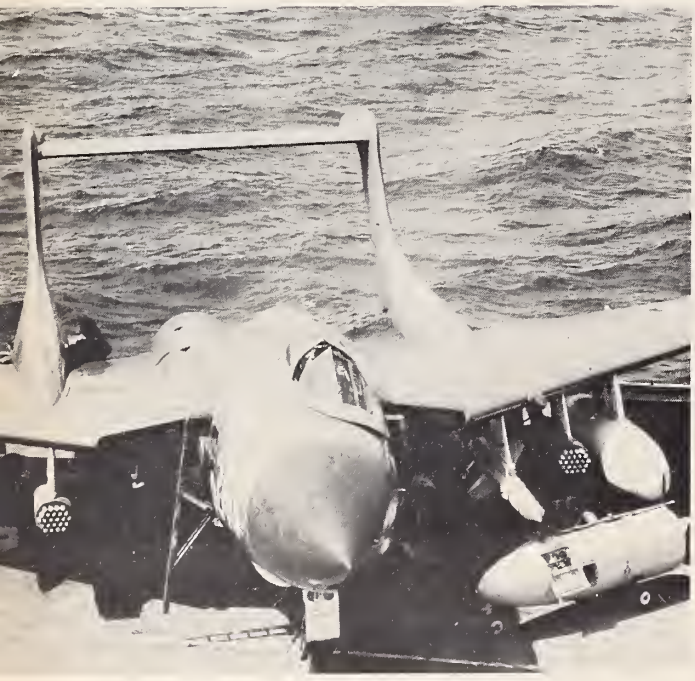


SHIP SHAPE—Corpsman checks patients in modern sick bay and carriermen help themselves to food. *Below:* Photo shows size of hangar deck.









British-U.S. Exercises

ONE DAY NOT LONG AGO in the Mediterranean a sleek *Scimitar* jet fighter of the British Royal Navy banked into an easy turn, leveled off behind USS *Forrestal* (CVA 59) and commenced its descent down the slot to the flight deck.

Moments later the twin-engined plane caught an arresting wire and stopped. The pilot taxied his jet to the side of the landing area and shut off the engines. Handling and fueling crews swarmed over the plane, readying it for take-off.

Another routine carrier landing had just been completed.

As the day progressed 15 more British planes—*Sea Vixens*, *Gannets* and *Scimitars*—from HMS *Hermes* (R 12) and HMS *Centaur* (R 06) landed on, and took off from, the flight decks of *Forrestal* and USS *Enterprise* (CVAN 65).

At this point you might wonder why British planes were making routine landings on U. S. Navy aircraft carriers.

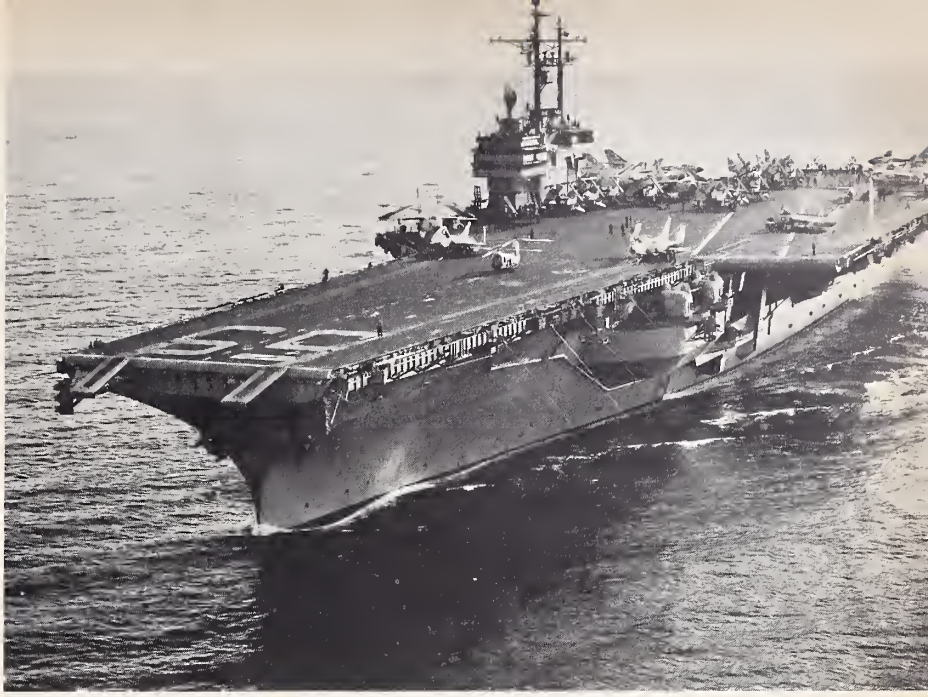
It was the "cross-decking" phase of a four-day NATO exercise to develop inter-navy readiness under wartime conditions.

During the exercises, the British and U. S. carriers









eature Cross-Decking

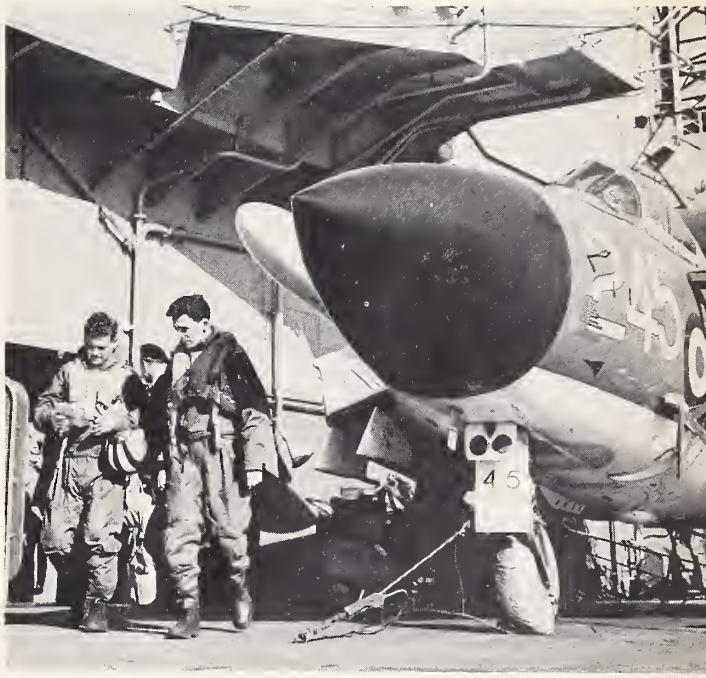
exchanged planes, fueled and serviced them, and sent them back to their parent carriers.

A further demonstration of interchangeability took place when U. S. planes were armed with British weapons and vice versa.

The purpose of crossdecking is to train crews of NATO units to operate and work with each others' equipment. The flexibility provided by such skills is one of the valuable dividends of all NATO exercises.

Clockwise from top left: (1) The British aircraft carrier HMS *Hermes* (R 12) steams in moderate seas. (2) Various types of aircraft from USS *Forrestal* (CVA 59) and *Hermes* team up for refueling-in-flight exercises. (3) *Forrestal* eases through calm Mediterranean waters. (4) Pilot and observer leave their *Sea Vixen* jet after landing on *Hermes*. (5) A British *Scimitar* is readied for launching from *Forrestal*. (6) Royal Navy and RAF pilots pause during briefing by *Forrestal's* commanding officer, CAPT L. R. Geis, USN, on the carrier's bridge. (7) A *Gannet* antisubmarine search plane of the British Royal Navy stops aboard *Forrestal*. (8) The flight deck of *Forrestal* provides a "home away from home" for a *Scimitar* jet. (9) A *Sea Vixen* rests on the flight deck of *Hermes*.

— LTJG R. W. West, USNR











FLYING MESS—Crewman R. Barnhill, ADR2, prepares to drop food to Moroccan people isolated by flood waters.

Flood Victims Rescued in

DAYS OF HEAVY RAINS early this year caused the dam at El Kansera du Beth Morocco to overflow. The Beth and Sebou Rivers, swollen by the excess water, flooded a 35-by-50-mile area. Hundreds of Moroccans were trapped by the rising waters, and the Naval Air Station, Port Lyautey, Morocco, immediately commenced rescue operations with its helicopter—the only one available to U. S. forces at the time.

The first rescue mission was flown just before dark, with a number of women and children being taken from the flooded area.

The following day, rescue operations had to slow down when a Navy helicopter broke an oil line, forcing it down about 20 miles from the NAS. But evacuation from endangered areas continued.

While the oil line was being repaired, NAS dispatched a truck to an area about 27 miles north of Kenitra to assist in evacuating Moroccans in the path of the flood. The Naval Communications Station at Sidi Yahia, 23 miles east of Port Lyautey, used a wrecker and a large truck to evacuate the area surrounding the station. These vehicles picked up nearly 400 people. After they were brought to the station they were given food and clothing collected by Navy Wives Clubs and

LOOKING UP—Moroccan flood victims run to meet Navy helicopter as it drops food down to them.





FLOOD looked like this from above.



HELPFUL HELLO—LT G. W. Lehman flew over flood in copter from Rota.

Morocco

various other charity organizations.

By the next day, the NAS helo was in operation again. It reported to the Air Force Base at Sidi Slimane, which was designated as the disaster control center. Working from there, the helo rescued people from housetops, trees, haystacks and threatened low ground. Then the Air Force put Army helicopters, flown from Germany, into the operation, and in the late afternoon a helicopter from the Naval Station, Rota, Spain, arrived on the scene.

This was not the first instance in which the U. S. Navy helped disaster-stricken Moroccans. In 1960, when Agadir, Morocco, was leveled by an earthquake, Navy ships and planes were sent to the resort city. Navymen from NAS Port Lyautey, set up emergency headquarters at the French Air Force Base in Agadir and gave medical aid, food, and clothing to the earthquake victims. In that disaster, uss *Newport News* (CA 148) was designated to assist at the disaster scene.

In this rescue effort, although the disaster was inland, the sea-going Navy as well as naval shore personnel still lent a hand. uss *Springfield* (CLG 7), flagship of Commander Sixth Fleet, sent a helicopter to assist the rescue forces.

For almost a week, rescue and assistance continued. The control center divided the flooded area into three parts, making the Air Force, Army, and Navy each responsible for one portion, so the helicopters would be employed effectively.

Many of the farm people were afraid of the helicopters when they first appeared over the flooded countryside, but they soon became welcome sights. In many cases, milk, bread, and other food was received with outstretched arms by people standing in ankle-deep mud.

Copters took French and Moroccan officials on a tour of the flooded area and delivered Army medical teams to emergency aid stations where they inoculated flood victims against typhoid and diphtheria.

Besides the food and clothing, an estimated $1000 worth of food was collected and distributed to flood victims by Fleet Tactical Support Squadron 725, a Reserve squadron from Glenview, Ill. The 725th had just arrived at NAS Port Lyautey, for training duty.

During one rescue sortie, the helicopter sent from the Naval Station, Rota, Spain, airlifted 40 passengers in one flight, in addition to the three crewmembers. The helo was designed to carry 14 passengers, but due to oncoming darkness and rising waters, the 'copter pilot felt he had to pick up all 40.

When the operations were completed, Navy helicopters had rescued 321 people and dropped 45,200 pounds of food. In addition, over 500 people were rescued by personnel of the Communication Station.

Ahmed Ben Souda, Governor of Rabat Province, said of the operations: "On behalf of His Majesty the King, myself, and the people of Morocco, I wish to express great appreciation for your help in this emergency. Americans are people with great hearts."

NAVYMEN deliver food by copter to Moroccan soldiers for distribution to needy flood victims in the area.





The Lively Voyage

The Cuban crisis and the consequent evacuation of dependents from Guantanamo Bay has, by this time, been well covered in the press. When these events were headline news almost every possible aspect of the incident was explored. It would appear that any further amplification would merely seem to be flogging a dead horse.

However, to the best of our knowledge, one phase has been completely neglected—the evacuation of dependents as seen from the viewpoint of the men who actually did the work. This oversight is remedied below through the account of CAPT George M. Hagerman, USN, *commanding officer of* USS Hyades *(AF 28), one of the ships which helped convey dependents from Guantanamo to Norfolk.*

USS *Hyades* is a stores ship, commonly called a reefer. Her normal cargo is five million pounds of 220 different food and general stores items. As a unit of the Service Force, Atlantic Fleet, she delivers these groceries to aircraft carriers, cruisers, destroyers, and other fleet units at sea.

It was never intended that her cargo include women and children. Therefore, her cruise from Guantanamo Bay, Cuba, to Norfolk, Va., with 291 evacuees from the U. S. Naval Base at Guantanamo was somewhat unusual. It happened this way.

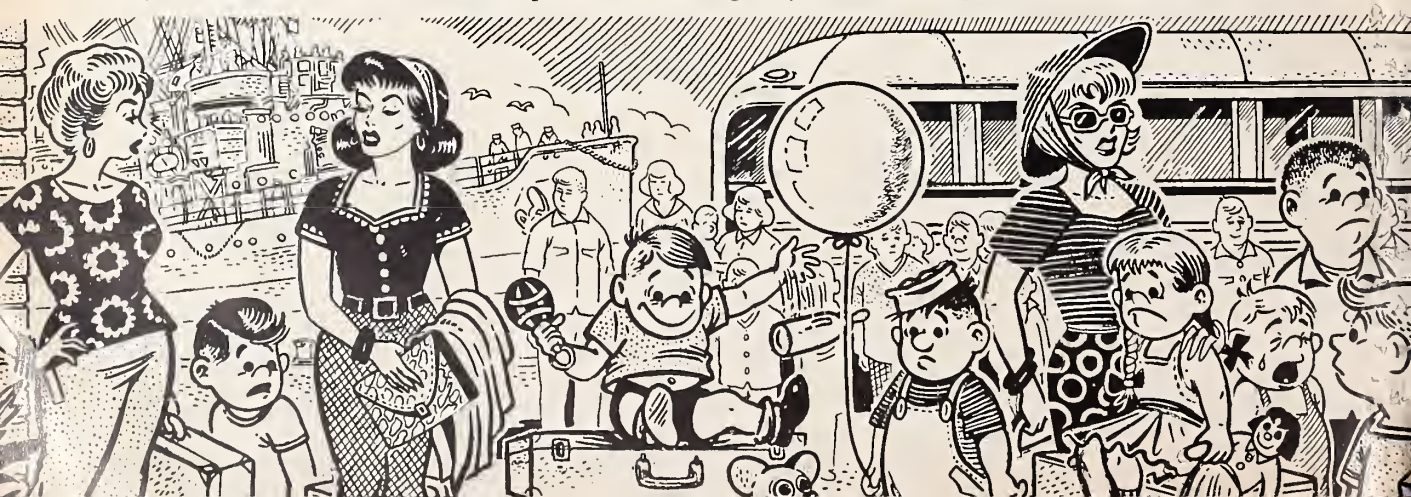
Hyades arrived at Guantanamo in mid-October 1962. The purpose of this trip was twofold. First she carried cargo consigned to the Naval Base, and secondly, having just completed an overhaul, she was to undergo refresher training.

At 0700 on the Monday morning of 22 October, *Hyades'* skipper received orders to be in the Base Commander's office an hour later for a conference. The Master of USS *Upshur* (T-AP 198) and commanding officer of USS *Duxbury Bay* (AVP 38) a seaplane tender, were included in the same orders. Rear Admiral E. J. O'Donnell, the Base Commander, opened the meeting very matter-of-factly, stating "Dependents will be evacuated today commencing at 1100. The ships must be ready to sail by 1600 and must be clear by 1700."

Hyades was assigned a quota of 300 passengers.

No word of the evacuation was to leak out before 1100 when vehicles equipped with loudspeakers would pass through the various housing areas and announce the evacuation to the families. 1100 was chosen as this was the hour when school children would be home for lunch. All families were to follow special evacuation instructions and then, with not more than one suitcase per person, wait in their front yards for buses to pick them up and take them to the piers where the ships waited.

Hyades, with no medical officers normally on board, was assigned one doctor from the hospital staff. The ship was to sail in company with *Duxbury Bay*, escorted by two destroyers and aircraft until 50 miles from the Cuban coast. At this point each ship would proceed at best speed to Norfolk. The conference





of a Navy Reefer

was adjourned without the "why" of the evacuation answered. It was apparent that a great deal of detailed planning had preceded this conference.

Hyades' officers and crew then got to work. The big problem: How to fit 300 evacuees in the ship which had only 35 empty bunks, and only 10 of those suitable for women and children.

THERE WAS ONLY one solution. The entire crew of 193 men gave up their bunks and moved into number two cargo hold, where they would have to sleep on mattresses on the deck. It also meant they would have to give up their heads and washrooms, which were adjacent to the living spaces. In turn, they had the use of one small head and washroom to which they could have access without disturbing the women and children.

Later, a number of teen-age boys were also assigned to number two hold along with the crew. At the foot of the vertical ladder several mattresses were piled on top of each other so that, if one of the boys slipped and fell, the landing would be soft.

Supply officers were assigned the responsibility of requisitioning mattresses, mattress covers, life jackets, rubber life rafts, movies, blankets, and other items that were necessary, or at least might make the trip more bearable. The situation that might face the ship once she was at sea was still not known, so the gunnery officer was ordered to fill the ready service ammunition boxes which serviced the four 3-inch guns she carried.

All hands were piped to quarters and given their instructions. The move to number two hold had to be made immediately and with enough gear to last until the ship reached Norfolk. Working parties were needed to assist the various officers. Requisitions had to be cut. Guides to help dependents on board had to be designated. An administrative detail was needed to process evacuees as they boarded the stores ship.

THE HOUR OF 1100 arrived rather soon that morning. When it did, the various details went their respective ways. Jeeps and trucks departed to carry out their orders. *Hyades'* four-passenger jeep, loaded down with the stores officer and eight storekeepers, sagged as it left the pier at full ahead.

Soon trucks with loads of life jackets, mattresses, mattress covers, blankets and other gear began arriving on the pier and were loaded on board. By noon *Hyades* was ready to receive evacuees. About 1230 a truck from the hospital delivered an incubator to the ship and the crew began to get a glimpse of some of the problems that might accompany this cruise.

The first busload of evacuees arrived about 1300. Only a few hours before, these women and children had said goodbye to their husbands and fathers, expecting to see them after work as on any other day. The 1100 announcement had completely changed this way of life. The women and children had left their homes



without saying goodbye to their men who were at work. They did not know when they would see them again or in what circumstances. In addition to leaving their husbands and fathers these evacuees were also leaving all their possessions, except what could be crammed into one suitcase.

The dependents themselves appeared quiet and calm as they slowly made their way on board. The women, many holding infants, quietly talked to each other, and the smaller children stared big-eyed as



they clutched a favorite doll or teddy bear. There was no excitement and certainly no hysteria.

AT 1450 THE EXEC reported all evacuees (totaling 291) and all gear were on board, and that *Hyades* could get underway at any time.

Because of the unexpected number of small children, the preparation of formulas and baby food would require a large space with refrigerator, stove and storage space available. The only place which might fill this bill was the officers' pantry.

This was cleaned out and filled with jars of baby food, bottles, and baby formula ingredients. A 24-hour watch was also established to help the mothers prepare their baby food and formulas. The officers drew their food from the general mess for this cruise.

In the regular crew's berthing area in *Hyades*, the bunks are arranged in tiers four high. The lowest bunk is about 18 inches off the deck and the top bunk is about seven feet off the deck. Narrow passageways permit access to all bunks. However, when all hands are in the compartment but not in their bunks, it can become very, very crowded.

As the women and children came aboard, some staked out claims to their bunks, then went on to get out of the way. Another family would then come along and stake out the same bunks. It required time and diplomacy to iron out such mixups. Then, even though two, and sometimes three, small children were put into one bunk, there were still not enough bunks to go around.

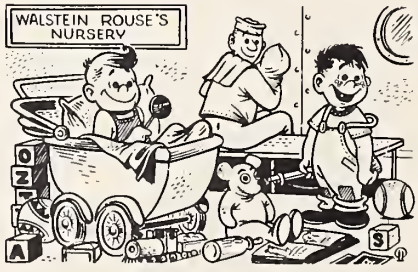
Mattresses took over the deck of the crew's recreation lounge, and several families were billeted there. It was necessary to billet some in the officers' staterooms. Nevertheless, by 1600 the berthing problems were largely resolved.

NEXT MAJOR PROBLEM was feeding. The crew and the evacuees had to use the same mess decks, cafeteria style. A mother with four small children under the ages of seven, trying to manage five trays, will of necessity take considerable time to make her way through a mess line. To speed up the process, crew members volunteered to accompany the children and handle their trays. The older teen-agers helped the ship's mess cooks.

The first meal on board required more than four hours to serve all the women and children. By the time *Hyades* arrived in Norfolk, the time had been cut down to less than an hour.

A watch of 12 men was stationed at various exits and entrances to the berthing area. They helped the women passengers over the hatch coamings, up ladders and down ladders, and directed them to sick bay (where a 24-hour watch was maintained) or to the baby food preparation area in the officers' pantry.

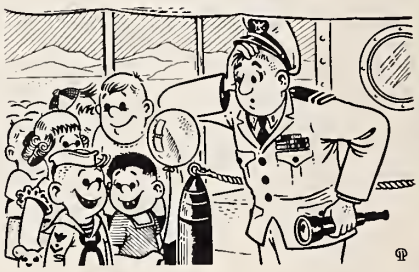
Passengers were restricted to the main deck aft of the superstructure and men on watch helped keep the



children in this area. Fortunately, *Hyades* does not have regular lifelines around the main deck. There is a solid bulwark extending 40 inches above the deck, thus making the main deck aft one large enclosed playpen.

Before turning in on Monday night, the weary exec made a breakdown of the passengers. There were 106 women passengers, three male adults, 17 teenagers, 20 boys and 30 girls between the ages of seven and twelve, 67 little ones between the ages of two and six years, and 48 infants under the age of two years. Thus there were 115 toddlers and infants who needed a great deal of care and supervision.

Tuesday dawned hot and clear. It was going to be a torrid day. The morning edition of the *Hyades Hurricane* (this was the best means of getting information to the passengers) contained a great deal of pertinent information. An abandon ship drill was scheduled for 1000. A dia-



gram in the *Hurricane* showed the location of stations. Passengers would be mustered every day at 0830. The locations of sick bay and the baby formula preparation area were included in this issue.

Also announced was the establishment of the "*Hyades'* Diddie Diaper Service" in the ship's laundry on a daily basis.

THE FIRST EVENT of the day, the 0830 muster, was not strikingly successful, as only 286 passengers could be located. Wednesday was better; the count was 288. Finally on Thursday, the last day at sea, all 291 were accounted for.

There were six pregnant women on board. One was expecting anytime now. The men of the reefer crew crossed their fingers.

Abandon ship drill at 1000 was organized confusion. Most passengers did manage to get to their stations, and crew members explained how to don the bulky life jackets, where the life rafts were located, and other information pertinent to abandoning ship.

It was important to keep the passengers entertained. This would make the time go faster for them and keep them from dwelling too much on their situation. The exec assumed the duties of social director. Twenty movie films had been picked up before departure and the ship went on a four-show-a-day schedule.

A large number of children's games, coloring books, crayons, etc., scavenged by the ship's force before sailing were godsends. In addition to the movies, canned music was played on deck, and occasionally in the evenings the ship's combo provided live music for the entertainment of the passengers. One day for a change of routine, the big event was a bingo game.

TUESDAY WAS organizational day. Den mothers, mother's helpers and baby sitters were recruited—not only



among the women on board, but among many of the reefer's crew as well.

The chief engineer covered the floor of his office with spare mattresses, installed two attendants, and "Walstein Rouse's Nursery" was in operation. This nursery proved very helpful to the mothers. It was a place where they could deposit their babies while they went to sick bay or just took time out for a cigarette.

The afternoon turned very hot, with the temperature in the passengers' berthing spaces going over 100 degrees. Awnings were rigged on



deck but it was hot there also. During the afternoon five women fainted from heat prostration.

It wasn't only the heat, it was the combination of the events of the past 24 hours. As far as the crew could recall, this was the first mass evacuation of service dependents since the evacuations of Manila and Guam in 1941-42—and those evacuations were in transports.

On Wednesday everyone settled down to shipboard routine. Up to this point the passengers were cleaning their own spaces, but what woman could keep her house clean with 40 people living and sleeping in the living room? So, as the passengers cleared the compartments after breakfast and after dinner, *Hyades*' working parties took over to make compartments shipshape. This also got all passengers topside for some fresh air, and the system worked very well except for an occasional youngster who had to be coaxed down from her seven-foot-high bunk in the morning.

WEDNESDAY MORNING the 115 small fry got their second wind. To help get rid of their excess energy, crew members led them on a guided tour, climbing to the bridge, forward to the forward guns, aft to the after guns, and then back to the signal bridge. The youngsters enjoyed it, particularly as some of them were able to steer the ship and look at the radar scope. (They also became tired.)

Wednesday was as cool as Tuesday had been hot, and it would be even colder in Norfolk. Next big job was to get warm clothing for the passengers, most of whom had only summer clothes or lightweight slacks and sandals with them. A "logistics" call had gone out for warm clothing and shoes, along with a breakdown of *Hyades*' passengers by age group and sex. By early Thursday morning *Hyades* received a message to rendezvous with the USS *Shakori* (ATF 162) off Cape Hatteras at noon for a clothing transfer.

Transfer at sea is literally and figuratively *Hyades*' bread and butter, and this one went off in jig time as her passengers—dressed in their summer outfits, wrapped in blankets and looking quite out of place in the North Atlantic—observed the operation.

The clothing had been collected throughout the Norfolk area by Navy Relief and the Red Cross. The response to their broadcast appeal was overwhelming and the agencies had to broadcast again with an appeal to stop the flow of clothing.

As the cruise went on, one young lad of four developed a bone infection in his ankle and ended up in the executive officer's bunk. Another developed a bad case of asthma, and it was necessary to keep him permanently in sick bay where he could be given oxygen.

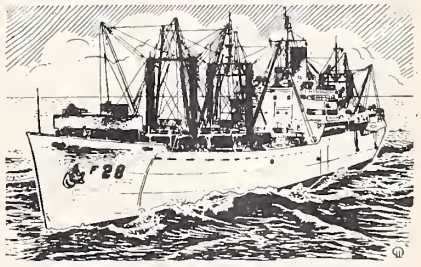
HYADES IS A SUPPLY SHIP normally involved in delivering groceries to other Fleet units, and she's proud of her job. A symbol of her mission is the potato, which she delivers in large quantities. So, just as some ships issue honorary nuclear engineer cards, or membership to honorary missileer societies, *Hyades* issues a "Progressive Potato Pushers Proclamation." On Wednesday night the principal potentates for this procla-



mation conferred this honor upon 291 guests. Signed membership cards were delivered to each individual passenger, including June, who was only four days old when the ship left Gitmo.

At 2145 on Thursday evening *Hyades* moored at the Naval Base, Norfolk. Amid the glare, blaze, and confusion of floodlights, bands and crowds, ambulances departed for the hospital with the sick children. Immigration, customs and public health officials swarmed aboard, along with many others who were to assist in the debarkation.

An hour later, passengers and their



baggage had been placed in buses bound for the Amphibious Base at Little Creek, where they were to be billeted for the night. Thus ended one of the more unusual cruises made by a Navy ship, and *Hyades* once more became the resolute, orderly, tranquil store ship, but it would be a long time before sea stories of the playpen cruise would fade away.

— G. M. Hagerman, CAPT, USN.

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D.C.

LOM for Leadership

SIR: I have just finished reading your very inspirational article concerning Legion of Merit winner W. D. Hodges, RMSN, USN (LOM for Leadership, December 1962), and I must say that I am moved to forget many of the gripes I have harbored against the Navy to allow room for a feeling of immense pride at being a member of an organization which includes such men as Hodges and his team.

As coordinator of the Career Counseling program at this command and in my present billet as a full-time Career Counselor, I get numerous questions every day concerning leadership, teamwork and discipline. As far as I am concerned, this article demonstrates the goal of Naval Leadership, and its applicability to present-day peacetime situations far better than any lecture or interview I could conduct. You'll hate me for this—but this particular copy of ALL HANDS won't get passed on to nine other readers. It has gone on display in my office as a constant reminder to me of my purpose and goals in my job.

Another pat on the back to radioman seaman Hodges and his erstwhile teammates from a shipmate who is proud to serve on the same team.—W.W., PN2, USN.

• *Thank you for the kind words. Because of them, we here in* ALL HANDS *are inclined to forgive you, in this instance, for not passing your copy of the magazine on to other readers.*

Examples of leadership in action are always more meaningful—and inspiring—than a thousand abstract preachments on the subject. That is why naval leadership stresses personal example. And we, as well as a lot more Navymen we've heard from in recent weeks, share in your pride.

As a postscript, in case you haven't heard—Secretary of the Navy Fred Korth personally pinned the LOM on Hodges' chest when Hodges' ship, the destroyer USS Weeks *(DD 701), returned to her home port from Cuban quarantine duty. Hodges' proud mother was the guest of Secretary of the Navy Korth at the ceremony.*—ED.

Legion of Merit Medal

SIR: The medal shown on page 16 of your December issue with the article "LOM for Leadership" is not the same as the Legion of Merit I received. For one thing, the one illustrated has a neck ribbon on it; mine does not. For another, your picture shows a wreath at the top of the medal; mine has no wreath.

How come? — G. S. W., LCDR, USN.

• *The outcome of your howcome is that the wrong picture was picked out of the files. The picture on page 16 shows the Legion of Merit with the Degree of Commander, which is awarded to foreign personnel, rather than the type awarded to U. S. personnel.*

The LOM is awarded to U. S. personnel without reference to degree. It is awarded to foreign personnel in four degrees—Chief Commander, Commander, Officer, or Legionnaire. — ED.

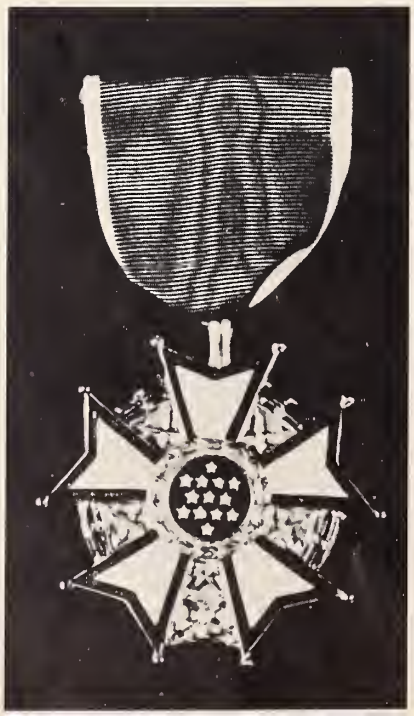
Plucking the Nitpickers

SIR: I ran into Captain Gabriel Mossbottom, USN (Ret.), at the local tonsorial parlor in Nice, France. He looked over the September destroyer issue which I happened to have with me and thought it was a dilly.

Nitpicker that he is, however, he took out his fine-tooth comb—and combed a few out of the magazine.

The first he came to was on page 12, in the last column, where it says: "Altogether, U. S. destroyers fought about 250 antisubmarine actions during WWI."

LEGION OF MERIT



He doesn't know for sure that this is exaggerated but thinks it might be, in view of the relatively few DDs we had during World War I. They really must have been hopping to run up a score like that.

On page 21, in the last column, there is a reference to hammocks swung from hooks set into beams and carlings. The writer was talking about DDs, wasn't he? Captain Mossbottom doesn't think any DDs had hammocks.

I might say on this point that I served in four ships that had hammocks, and I never saw hammocks swung athwartships as they would have to be if they were set in the carlings. I think maybe old Mossbottom has you there.

At the top of page 56, second column, you mention the tow of *U-505* to Bermuda and the caption on the next page photo reads ". . . ready to tow *U-505* to the States."

He wanted to know where *U-505* was actually towed, Bermuda or the U. S.

We gave her the code name of *"Nemo,"* which she kept until she was finally brought to the States after the big show was over. I am not certain, but I think she was still alongside the dock at the base in Bermuda in the summer of 1945, when I was there for an inspection.

With regard to the wallaby mascot in *Gurke* (DD 783), you might also be interested to know that the old light cruiser *Memphis* (CL 13), which returned Lindbergh to the United States after his historic flight to Paris, had one of those animals for a mascot. However, it was no miniature—it stood about four feet high.

In spite of the old man's kibitzing, both he and I enjoyed the destroyer number and thought it was very good. —CAPT Isaiah Olch, USN (Ret.).

• *We were glad to hear from you and our old friend Mossbottom again. We were beginning to fear he had been mistaken for a Riviera rock and come to a bad end.*

We think the captain may be selling the World War I destroyers short when he doubted the approximately 250 antisubmarine actions during WWI.

After all, 68 destroyers had been commissioned by 6 April 1917 and 110 before 11 November 1918.

By way of supporting our original source, who is now on the high seas, we were interested to see that the recently published "Destroyers 60 Years" corroborated the 250 figure on page 36.

As to hammock hooks in the beams

and carlings, Captain Mossbottom obviously became so elated at the discovery of what he mistook for a nit, he missed the reference which was not to DDs but to old-time frigates, although early DDs did have hammocks.

An 1844 account of life in sailing frigates mentions hammock hooks in beams and carlings (which, incidentally, were the short timbers between the beams).

We dug out some old sketches in which hammock hooks were shown and, although we think we spotted some in the carlings, the evidence was inconclusive.

Now, as to why we didn't make up our minds whether U-505 was being towed to the United States or Bermuda: We will simply say the caption writer was last seen hanging by his thumbs from the yardarm.—ED.

More Praise for Steel Band

SIR: My compliments on the very interesting and informative article on the 10th Naval District's Steel Band.

This organization truly rates a high and unique spot in Navy music. Its men have developed the art of playing the steel drum far beyond anything you will find in native orchestras.

As a devotee of folk music, and with all respect to the many fine combos I have heard in Antigua, Barbados, Trinidad and Jamaica, I can truthfully say that the Navy group surpasses them all with about the same degree of comparison that the New York Philharmonic would surpass a hillbilly band.

I was surprised at the statement in the article that the band's instruments were not marchable.

I grant you steel drums are not light, but they are designed to be marched and I have seen men marching with them on many occasions, particularly during the Caribbean Mardi Gras street celebrations.

I have personally walked many a mile following the Trinidad parades and my three drums all have shoulder straps.

Perhaps the Navy should choose its bandsmen on the basis of brawn as well as talent.—T. K. Treadwell, Jr.

• *We couldn't agree with you more in your praise of the band. As covered in the article, the group has developed its capabilities far beyond those of others in the field.*

It didn't occur to us that the unmarchability of the band's steel drums (if you want to call them that) would be chalked up to anything except the instruments' sensitivity.

The boys usually work on a pretty tight schedule and the pans, which must be tuned with an electronic gadget and mallet, could hardly be expected to put out concert type music by evening after playing a slam-bang street parade matinee.—ED.



FAMILY AFFAIR — Brothers, Franklin D., AT2 (left), and Larry W. Humphrey, AE3, of VP-45 are congratulated on advancements in rate.

Qualifying as a Musician

SIR: What are the requirements for a stewardsman to become a musician striker? — B. T. V., USN.

• *As you were, Mac. You didn't give us any information about yourself but we can't help assuming that you are the stewardsman in question.*

You couldn't have picked a tougher racket. The MU rating might be compared to an iceberg—you don't see the larger part of it.

Before you can hope for a rate, you have to know how to play one or more instruments.

What you don't see (or hear) are the many hours of individual practice and group rehearsals. This, of course, is in addition to the watches you stand just like everyone else.

We might also add that musicians are usually hard at work while everyone else is at play. While most sailors have liberty, musicians are taking part in ceremonial occasions, giving concerts or performing at dances.

Here is the gist of the requirements for MU3 as given in the "Manual of Qualifications for Advancement in rating:"

You have to be able to tune your instrument and make minor repairs.

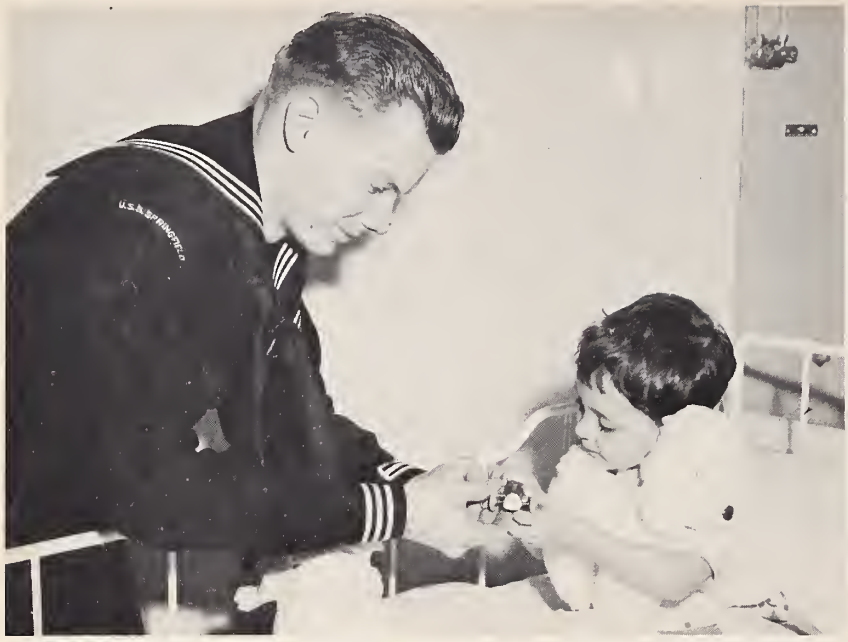
You have to run major and minor scales and arpeggios from memory and do a decent job of it. If you're a drummer, you skip the scales and arpeggios and substitute the 26 rudiments.

You must also be able to sight-read and play technical exercises and the first part of elementary music.

You'll find the change in rate routine in BuPers Inst. 1440.5C. — ED.



A TINCAN BAND — USS *Lowry's* (DD 770) 'International Tiger Band' made 23 appearances while alongside supply ships in the Caribbean.



A CREWMAN from USS *Springfield* (CLG 7) shows youngster at Lenval Hospital, Nice, France, how to operate miniature racing car gift.

Mitscher and Adams

SIR: On page 61 of the September issue there is a picture of USS *Mitscher* (DL 2) and *Charles F. Adams* (DDG 2) moored to the same pier at Charleston, S. C. I am stationed in Charleston and have seen both ships on several occasions. After studying the picture, I believe that the caption is reversed and that *Mitscher* is on the left.

Doesn't *Mitscher's* superstructure in this picture vary from that shown in her picture on page 33 of the same issue?

Also, doesn't *Adams* have two 5-inch/54's forward and *Mitscher* have one 5-inch/54 and one dual 5-inch/38? I'm not sure of the caliber of the gun on *Mitscher's* O1 level. Can you tell me whether or not I'm seeing things? — H.J.B., USN.

• *We won't say you're seeing things, but here's the answer we got from BuShips. They see no error in the caption of the picture on page 61. It is correctly labeled, with* Adams *on the left and* Mitscher *on the right as you view the picture.*

Both Mitscher *and* Adams *have only one 5-inch/54 single mount forward* Mitscher *has one 3-inch/70 twin mount (not a 5-inch/38) on the forward O1 level.*

Perhaps the camera angle confused you.

As for the difference between the pictures on pages 33 and 61, according to the 1961-1962 "Jane's Fighting Ships," all of the DLs in the Mitscher *class have had their masts re-rigged. Evidently the picture on page 33 is the "before" version, and the one on page 61 is the "after."* — ED.

Plenty of E's for Lawe

SIR: In the "E" awards article in the November issue of ALL HANDS, there is a glaring omission, and all hands on board USS *William C. Lawe* (DD 763) are unhappy. Although *Lawe* was winner of the "E" in DesRon 16, she was not listed in the awards story.

This was *Lawe's* third "E" since 1959. She won the "E" in both '59 and '60 while in DesRon 12. During 1961 there was no squadron competition because the squadron was undergoing *FRAM*. As a result, *Lawe* has been allowed to retain her two previous "E's" as conseeutive awards with her new "E."—G. L. Dickey, Jr., CDR, USN.

• *Our sincere apologies, Commander. Although we goofed in our job, we're glad you did well in yours—that of competing for the Battle Efficiency "E." Congratulations to* Lawe.—ED.

Right Arm Rates

SIR: An Air Force officer recently asked me some questions about Navy rating badge insignia which I could not answer. Which petty officer rating badges were worn on the right sleeve? When did they change to the left? — W.A.B., YN2, USN.

• *Navy rating badges have been worn on the left sleeve since 2 Apr 1949. Before then, petty officers of the "Seaman Branch" wore their badges on the right.*

Right-arm ratings in effect at the time of the change were Fire Controlman, Signalman, Quartermaster, Torpedoman's Mate, Mineman, Gunner's Mate, Turret Captain and Boatswain's Mate. — ED.

Navy Pay, Way Back When

SIR: While reading through the 1916 edition of *The Bluejackets' Manual*, I became quite interested in the differences in Navy pay then and now. Because pay seems to be an important item to all of us, I thought that salaries of the enlisted men of 1916 would be of interest to the readers of ALL HANDS.

An apprentice seaman of that era was paid $17.60 a month, and the equivalent rating of fireman third class, evidently regarded more highly, received $24.20.

My father, who was serving as an acting Chief Water Tender in 1917, was paid $55.00 base pay per month for holding down this artificer rating. The base pay of all acting chief petty officers varied according to which of the three branches of the rating system they were assigned. There were three —the seaman branch, the artificer branch, and the speeial branch, but all CPOs, regardless of branch or rate, received $77.00 monthly upon appointment to permanent CPO.

The following table was taken from the 1916 *Bluejackets' Manual.*

SEAMAN BRANCH	
Chief Master at Arms	*$71.50*
Chief Boatswains' Mates	*$55.00*
Chief Gunners' Mates	*$55.00*
Chief Turret Captains	*$66.00*
Chief Quartermasters	*$55.00*
ARTIFICER BRANCH	
Chief Machinists' Mates	*$77.00*
Chief Electricians	*$66.00*
Chief Printers	*$66.00*
Chief Carpenters' Mates	*$55.00*
Chief Water Tenders	*$55.00*
Storekeepers with rate of Chief Petty Officer	*$55.00*
SPECIAL BRANCH	
Chief Yeomen	*$66.00*
Chief Pharmacists Mates	*$66.00*
Chief Commissary Stewards	*$77.00*
Bandmasters	*$57.20*

At this time, the following additions to base pay were authorized: chief petty officers detailed as instructors of apprentice seamen at naval stations were paid an additional $10.00 a month while so assigned.

Extra pay of qualified gun pointers ranged from $2.00 to $10.00 per month, commensurate with the man's qualifications and the caliber of the gun. Assigned gun captains received a $5.00 monthly supplement to their pay.

Men who successfully completed a prescribed course of instruetion for seaman gunner or petty officer were given a certificate which entitled them to receive $2.20 per month in addition to the pay of their rating.

Enlisted men received an extra $5.00 monthly while serving on board a submarine. Along with the pay increase allowed for submarine service, enlisted men serving in submarines received an additional $1.00 for any part of a day that they were submerged in an under-

way submarine. Such pay could not exceed $15.00 in any calendar month.

Messmen received $5.00 extra monthly pay as did seamen second class detailed as jacks of the dust, lamplighters, or seamen in charge of holds.

Ship's tailors received $10.00, $15.00 or $20.00 extra, depending on the size of the ship's complement. But a tailor's pay could not exceed $50.00 per month.

Coxswains detailed as coxswains of boats propelled by machinery, or as coxswains to commanders-in-chief, received an extra $5.00 monthly.

In addition to their base pay, signalmen first class received $3.00; signalmen second class, $2.00; and signalmen third class, $1.00 per month while regularly detailed as signalmen.

Seamen and seamen second class, detailed for duty as firemen and firemen third class were awarded an extra 33 cents per day for the time so employed.

Possessors of Good Conduct awards were allowed an additional 82 cents per month for each award.

Death gratuity, paid to the widow or any other dependent previously designated by the member, was an amount equal to six months' pay, less $35.00 to pay for burial.

An enlisted man, recommended by his captain, who distinguished himself in battle, or displayed extraordinary heroism in the line of his profession, could be considered for a "Medal of Honor" and a gratuity of $100.00.

If a Navyman served at a duty station where no subsistence and quarters were available, he received an extra $9.00 monthly with which to feed and lodge himself.

Enlisted men on board ship, who were detained beyond their regular terms of enlistment until the vessel returned to the U. S., received for the time they were so detained an additional one-fourth of their pay. Upon discharge under honorable conditions, all enlisted men were entitled to a mileage allowance of four cents per mile.

Men who had been honorably discharged were entitled to a home and a ration on board a receiving ship during the four months which elapsed between enlistments. These men were not called upon to take part in drills or to perform any labor, except to help in the usual morning watch work of cleaning their own berthing spaces. They were also granted such leaves of absence as they desired.

Men who reenlisted within four months after being honorably discharged were given a continuous service certificate and allowed full pay during the lapse between enlistments. Regular pay was increased by $1.50 per month for the first reenlistment subsequent to 3 Mar 1899. For the second enlistment $2.99 was added to the monthly pay, and for the third, it was increased by $4.49. For a fourth, $5.98 was added; for a fifth, $7.48; and on up to $11.97 for the eighth reenlistment.



FIRST TO MAKE 100 jet landings on *USS Kitty Hawk* (CVA 63) is LTJG R. G. Barnes, shown receiving congratulations from the air officer.

Men who were enrolled in the Fleet Naval Reserve were paid the following amounts:

Those with less than eight years' naval service—$50.00 a year.

Those with eight or more and less than 12 years' naval service—$72.00 a year.

Those with 12 or more and less than 16 years' naval service—$100.00 a year.

Those with 16 or more years' naval service—one-third of the base pay they were receiving at the close of their last naval service, plus all permanent additions to their pay.

After 30 years of service, an enlisted man was retired and received three-fourths of the pay of the rating he held when retired, plus an additional allowance of $15.75 per month in place of quarters and rations.

It is interesting to note that the Navy Savings Deposit System at that time carried the same rate of interest that it does today, and that the deposit regulations were essentially the same as they are at present, although not quite so involved. Also, the safekeeping of valuables was governed by basically the same regulations as those of today.

Because of current controversy on proficiency pay it seemed timely to take a look back at the pay of the "old Navy." — Richard E. Stahl, DK1, USN.

• *We doubt that even oldtime Navymen can recollect much about the pay of a half century ago, so your discussion of enlisted men's pay at that time is very informative. Anyone want to trade pay scales?* — ED.

Early DD Armament

SIR: I read with interest the special destroyer issue of ALL HANDS (September 1962), but missed any mention of a group of ships that were quite unique in the tincan family.

Back in 1925 I reported for duty on board USS *Hatfield* (DD 231) at Portsmouth, Va. *Hatfield* and the other five



AT PIER'S END — Three variations on a destroyer theme—DLG, DL and DD—are represented by these DesFlot Four ships moored at Norfolk.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• USS *Black* (DD 666)—Veterans who served on board during World War II and the Korean conflict are invited to attend the 15th annual reunion at Kewanee, Ill., 2-4 August. For information, write to Stanley Sward, c/o Chip Shop, Cambridge, Ill.

• USS *Bullard* (DD 660)—The 15th annual reunion is scheduled for 2-4 August, in Kewanee, Ill. Details are available from Clayton Mohlman, 623 South Pearl St., Havana, Ill.

• USS *Chauncey* (DD 667)—Those who served on board during World War II and the Korean conflict are invited to the 15th annual reunion at Kewanee, Ill., 2-4 August. Information is available from Gilbert DeMay, 613 Pleasant St., Kewanee, Ill.

• USS *Kidd* (DD 661)—Veterans who served on board during World War II and the Korean conflict may attend the 15th annual reunion in Kewanee, Ill., 2-4 August. For details, write to Harrold F. Monning, 310 East 8th St., Kewanee, Ill.

• USS *Lexington* (CV 2)—The 10th annual reunion for those who served on board (including squadron personnel), between 1927 and 1942, is scheduled for 27-30 June, at the Doric Leamington Hotel, Oakland, Calif. For details write to LCDR Walter D. Reed, USN (Ret.), 5608 Ocean View Dr., Oakland 18, Calif.

• USS *Oklahoma* (BB 37)—A reunion is scheduled for 3-5 May at the Hotel Sheraton, Rochester, N. Y. Information is available from Edward H. Lutz, 673 Lindley Rd., Glenside, Pa.

• *25th Seabees*—The seventh annual reunion will be held 2-4 August at the Penn-Sheraton Hotel, Pittsburgh, Pa. For further details, write to C. F. Sheppard, 565 Thomas St. Extension, Kirwin Heights, Bridgeville, Pennsylvania.

• *302nd Seabees*—The 16th annual reunion will be held 21-23 June, at the Hotel Ambassador, Washington, D. C. For more information, write to Martin A. Lowe, 8441 Bayard St., Philadelphia 50, Pa.

• *Seabee Veterans of America*—The 17th annual reunion will be held at the Deauville Hotel, Miami Beach, Fla., 8-11 August. Write to Harry I. Tuchman, 1500 Bay Road, Miami Beach 39, Fla.

• *Navy Wives Club*—The 25th annual convention will be held at the Great Lakes Naval Training Center, Great Lakes, Ill., 5-12 October. Details are available from PIO, NTC Great Lakes, Ill.

• USS *Idaho* (BB 42)—The sixth annual reunion will be held at the Lafayette Hotel, Long Beach, Calif., on 19-21 July 1963. For complete details, you may write to David C. Graham, SMCS, USN, P.O. Box 8048, Norfolk 3, Va.

• USS *Stockham* (DD 683)—Those who served on board in 1955 and 1956 who are interested in holding a reunion may write to D. W. Isaak, Box 24, M. S. T. C., Minot, N. D.

• USS *Wadsworth* (DD 516)—A reunion for those who served on board during World War II is being planned for 14-18 August, in Chicago. For information, write to Sig Mandel, 5011 Elmhurst, Detroit 4, Mich.

• *CQTU — Carrier Qualification Training Unit, Glenview, Ill.*—A reunion is planned for members of CQTU, originally based at Glenview, Ill. Those interested may write to E. F. Johnson, 253 South Highland Ave., Aurora, Ill.

ships in our division (*Brooks*, DD 232; *Gilmer*, DD 233; *Fox*, DD 234; *Kane*, DD 235; and *Humphreys*, DD 236) had armament peculiarities I never found in any other DD; 5-inch/51-caliber guns.

Years later on board USS *Altair* (AD 2) we serviced a DD that had another unusual type of armament—a double-barrelled 4-inch gun. I don't recall which ship that was.

I'll soon have 40 years of Navy service, including time on the retired list. —C. F. Allen, AEMC, USN (Ret).

• *You have a good memory, Chief. The Bureau of Ships tells us you are correct except that* Humphreys *was not fitted with 5-inch/51-caliber guns. The other five, however, were.*

The DD with the double-barrelled shotgun was probably Hovey *(DD 208) or* Long *(DD 209), both of which carried 4-inch twin guns.*

Incidentally, the 5-inch guns of the five DDs were later removed and replaced with the more common 3-inch/50-caliber variety. All six ships of your old division were then redesignated as fast transports.

Congratulations on your approaching 40th anniversary as a Navyman.—ED.

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Superintendent of Documents
Government Printing Office
Washington 25, D.C.

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NAME.....

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(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.

Conditional Extensions

SIR: A man at my overseas command says he would agree to extend his enlistment if guaranteed an assignment to MAAG or attaché duty in a certain foreign country. Can do?—R.T.W., PN1, USN.

• *No can do. Extensions contingent upon assignment to duty in specific localities are not on the books. If they were, we could speculate on how they'd foul up Navy wishes to have the right man in the right place at the right time.*

Sooner or later, perhaps, every career man would extend or reenlist for some of that choice duty in Hawaii, or for an attaché billet in Australia, New Zealand, or Heaven. In time, possibly only first termers fresh out of boot camp, who wouldn't have any say in the matter, would be the only ones available for shipboard duty and service at certain shore stations not generally considered very cheerful.

"The Enlisted Transfer Manual" (paragraph 3.37C) spells out the conditions under which conditional extensions may be executed. In general, only those conditional upon assignment to non-specific shore duty may be executed and honored by assigners. You may extend for shore duty in the continental U. S. if you aren't too choosy about where in the U. S. you are eventually assigned. Or, you may extend for overseas shore duty—but there's no guarantee you'll be assigned to any specific locality. — ED.

Reenlistment Rate, 100 Per Cent

SIR: I have been doing my best to keep quiet about the reenlistment standing of this station, but I cannot hold out any longer. Although I feel that all the people who have written you about reenlistment rates have a right to be proud of their partieular ships and stations, I believe that this station has a standing that will be most diffieult to beat.

For the calendar year 1961, the reenlistment rate at NAAS Meridian, Miss., was 100 per cent. For 1962, the January through September report shows Meridian still tops in the Chief of Naval Air Basie Training Command, with a 70 per cent reenlistment rate. Our on-board average is more than 600.

We are very proud of our NAAS and equally proud of our reenlistment standings.

As you so often say, now I'll sit back and wait for the letters to come in.—C.V.G., SF1, USN.

• *We have no doubt that the letters will come in. But it is always gratifying to learn of a station with your reenlistment rate. Even if your record should fall, keep up the good work.*

Incidentally, we'd like to hear from ships or units with high reenlistment rates, and programs related to them.—ED.



DER Serves as Floating Power Station in Emergency

If it hadn't sounded so ominous, the men on board the Guam-based USS *Haverfield* (DER 393) might have been amused when COMNAVFOR Marianas radioed, "Welcome. Home is where you find it."

But there was no laughter, for not a single man in the DER knew what he would find as the ship approached Apra Harbor last November.

Haverfield, *Wandank* (ATA 204) and *Banner* (AKL 25) formed an evasion group which put out to sea to avoid damage from the winds of typhoon Karen.

The storm lashed the ship with 52-knot winds and 25-foot seas but nobody was killed, few were hurt and the ships were still afloat and in good condition, considering.

As the ships approached Guam they noticed some changes. Range markers, beacons and channel buoys which were there when the ships steamed out to sea weren't there when they returned.



USS HAVERFIELD (DER 393) rests in her berth at Apra Harbor in Guam.

Haverfield was the first to grope her way into port with the sonar watch looking for indications of underwater wrecks and obstructions in the channel.

When she moored alongside a pier at the Ship Repair Facility, *Haverfield* began supplying the facility with its first electric power since Karen's late unlamented departure.

Haverfield radiomen provided relay communications services for Guam, thus reducing the heavy traffic load on the shore-based communication stations.

Boat crews helped clear the harbor of debris and wreckage and swept rubbish from urgently needed buildings.

Electricians recharged batteries from Guam's shore activities and everyone who wasn't otherwise engaged sorted mail, drove a bulldozer, went on security police duty or worked in an emergency galley to help feed thousands of military personnel, their dependents and homeless islanders.

Nineteen days after *Haverfield's* return, power had been restored to most of Guam. Tent cities had been established to house the homeless of the more severely damaged communities and plans had been made for reopening schools.

Guam is now back to near-normal after one of the worst typhoons in its history.

They Win Battles in Peac

A FEW THINGS IN this life are considered inevitable—death and taxes, for instance. For Navymen, damage to their ship, while not in the inevitable class, is always within the realm of possibility—and it is every seagoing man's job to know what to do in such a case.

In wartime, there is the ever-present danger of damage resulting from enemy action. Among peacetime hazards are damage from fire, collision, grounding or explosion.

The job of coping with these dangers logically falls to every man on board who is assigned to a damage control party.

These parties, which are made up of men from many ratings, learn to work as a team through constant drills, so that damage—often instantaneous and unsuspected—can be kept to a minimum.

When trouble comes, every man assigned to damage control works to keep simple damage from turning into disaster and to repair whatever harm has been done as quickly as possible.

It takes almost no imagination to see that these jobs may mean the difference between a fighting ship or one that is a sitting duck at the mercy of enemy fire.

In peace, as in war, their work also means, among other things, the difference between a damaged ship or a capsized ship, a small fire or a holocaust raging uncontrolled.

Damage, even in an increasingly automated Navy, is not controlled by pushing buttons. It still takes men with guts, who are quick to go into action, to keep their ship afloat and fighting.

DAMAGE CONTROL TECHNIQUES reached a high point of development during World War II, particularly in the Pacific.

It is easy to trace the increasing effectiveness of damage control parties from Pearl Harbor to the Battle of Midway.

The ultimate in the art was reached during the final phase of the war with the onslaught of the kamikaze pilots, whose suicides in bomb-laden planes did incredible harm to ships.

Probably there isn't a man in the Navy who—if he hasn't actually seen the real thing—hasn't seen pictures of ships with bows sheared off; with great gaping holes in the decks and hulls; or lying low in the water with their superstructures crumpled like so much tinfoil.

It is remarkable that damage control kept these ships afloat. It is even more remarkable that many of them were not only kept afloat but were kept fighting.

LET'S TAKE A LOOK at the anatomy of damage control and how it functions.

The nerve center of damage control is DC Central. On a big ship, it is manned by the damage control assistant, a stability officer, a casualty board operator and a damage analyst.

There may also be representatives of fuel oil, electrical and ordnance groups there, as well as telephone talkers (often men from clerical ratings) to take and transmit information from and to the various damage control stations throughout the ship.

They can use several communications systems to keep up the flow of information even though the ship may be in pretty bad shape.

In a small ship, damage control central may simply be one of the damage control stations. Regardless of what or where it is, there are always alternates which can take over DC Central if it is destroyed.

NECESSITY for damage control is obvious in war when there is an ever-present danger from the enemy.





...nd War

There are also provisions for passing down the leadership of damage control parties so that no party will be without a leader.

IF DAMAGE CONTROL CENTRAL is the brain, the nerve endings are in the repair parties. There is one to fight damage in every part of the ship —a deck or topside repair party, a forward party, and amidships, propulsion and gunnery repair parties.

Assigned to each party are men in ratings normally found in the area the party safeguards. For instance, a propulsion repair party might have machinists' mates, machinery repairmen, boilermen, enginemen and firemen.

It is also likely to have an electrical officer or a senior electrician's mate.

The jobs done by men engaged in damage control are myriad. The specialists in the field—the damage controlmen themselves—spend a lot of time taking preventive measures.

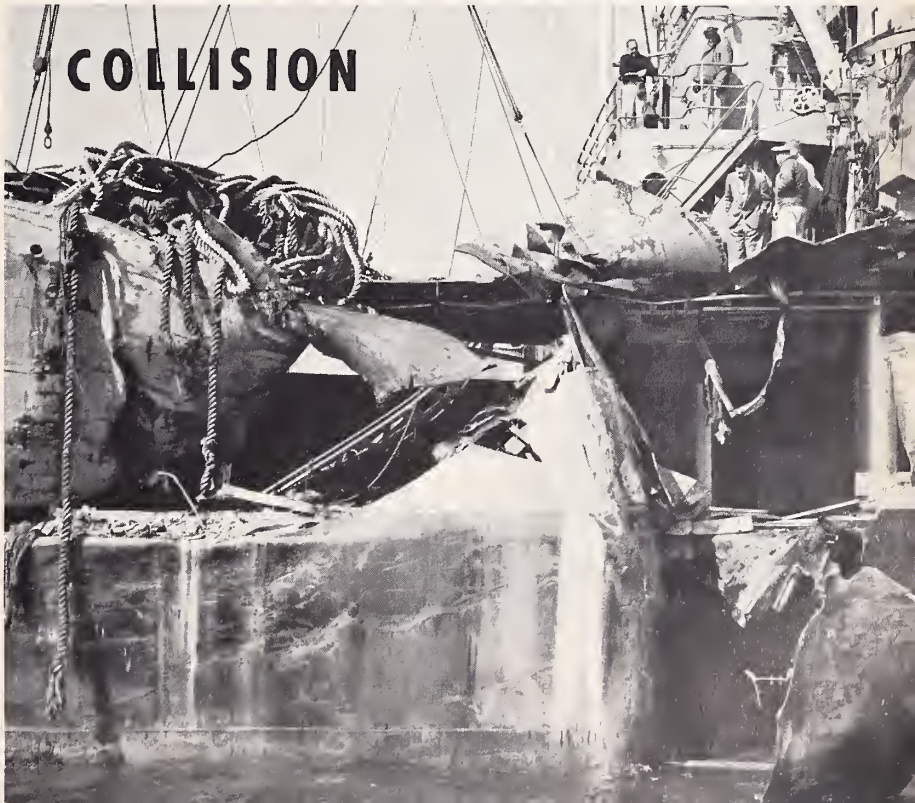
It is their job to see that watertight and airtight fittings such as hatches and doors are really water and air tight. If they have done their job well, when trouble comes, and water or fumes spread through the



FIRE

IN PEACETIME DC knowledge is a necessity due to threats from storms, fires and possibility of collision.





COLLISION





HOW NOW—Navymen fight fire and flood in drills. Man who appears to have lost his head merely ducked.

ship, the affected compartments can be isolated, thus preventing further flooding or minimizing the danger of explosion.

They keep an eye on the draft of the ship and correct it from time to time to maintain the ship's stability.

They take soundings to see if dry spaces are really dry, or that spaces containing liquid don't contain too much. (Too little liquid often results in a dangerous condition of too greatly increased free surface effect.) If the ship lists after damage has been inflicted upon it, spaces may have to be flooded to correct the ship's balance.

ALTHOUGH MANY NAVYMEN may spend their entire careers in the Navy without having had to cope with battle damage, many have experienced the fury of a storm at sea and seen the results of the awesome strength of wind and waves.

Early in 1959 the men on board uss *Valley Forge* (CVS 45) were confronted with just such an eventuality, which brought into play the training and teamwork of its damage control parties.

Movie time on *Valley Forge* one night about a week out of Norfolk found the barometer pushing down on 29.6 inches. The wind had hit 72 knots through clusters of radar antennas and drowned the whistle blasts that emerged at clocked intervals.

The seas ranged from 50 to 60 feet and *Valley Forge* pitched more than 85 feet.

All hands were repeatedly warned to keep clear of the flight deck, catwalks and all the weather decks.

During the third reel of the movie in the wardroom, the ship rolled violently to port then paused at 22 degrees. There was a slow vertical tremor as though the ship were riding over a series of timbers. Dishes crashed in the pantry and men braced themselves in their chairs.

The beleaguered movie operator lunged toward the projector in time to keep it from skipping off the table. Just then an announcement came from the bridge saying that the forward end of the flight deck had been carried away.

At the height of the storm, green seas broke over the flight deck and ripped loose a section of the port catwalk, hurling it across the catapults. Before the ship could recover from this blow, a second and much larger green sea struck.

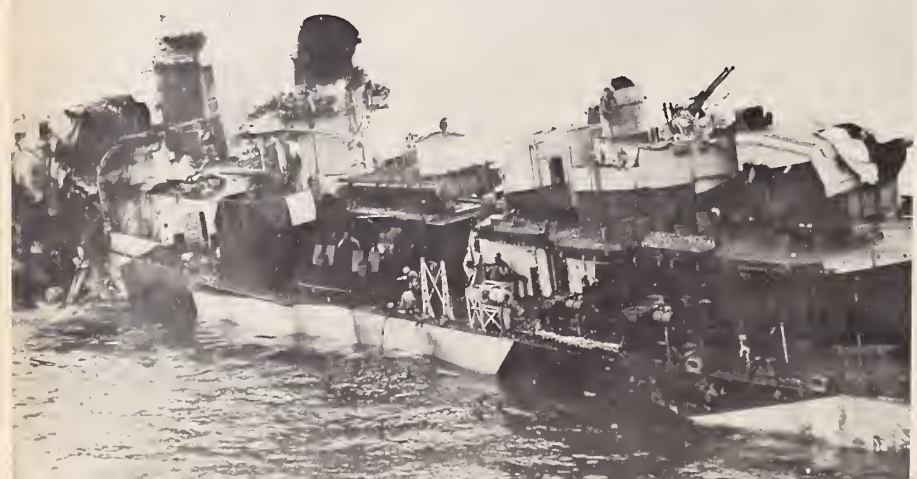
The port side of the flight deck, unable to withstand the second blow, gave way, and an area extending 70 feet aft broke off in two sections.

The larger section, partly sheared off, held fast to the deck even though bent down. The smaller section, containing the port catapault track, was severed completely and hung by an unparted catapult cable and a bundle of electrical conduits.

This section swayed freely, pounding the ship's side with each roll. It punctured the hull plating, exposing a stateroom, occupants and all.

Meanwhile, strong gasoline fumes were detected in the hangar deck. Damage control took the precaution of lowering number three elevator to provide ventilation during the search for the source of the fumes.

GOOD DAMAGE control kept many ships afloat in WW II. *USS Hazelwood* (DD 531), damaged by two kamikazes, was able to make port and repairs.



ONE OF THE DECISIONS which confronted damage control was what to do about the constant pounding of the broken-off section of the flight deck against the hull. If the cables holding it parted, the bare ends of the wires could start fires, particularly in the presence of gasoline fumes.

After studying the situation, however, damage control decided not to cut the section adrift and to trust the strength of the cables until daybreak.

When the origin of the fumes was traced to fuel tank vents of the aircraft, about 10 gallons were drained from each tank, eliminating that hazard.

Meanwhile, all electrical circuits in the forward area had been secured. This was important. (Not securing electrical circuits in the damage area is a common error in damage control exercises.) Evacuation of all compartments forward of frame 15 was ordered.

The next morning, the storm was still going full blast. Deck watches secured planes and equipment. Damage controlmen found daylight showed much greater damage than had been suspected in the dark.

The forward end of the flight deck was distorted to such an extent that the starboard catapult track appeared to be misaligned and the number one elevator was jammed in place.

From a forward compartment buckled plates could be seen and heavy steel beams were twisted beyond recognition.

As soon as it was light enough to work, a damage control party cut the catapult cable and conduits, and the dangling smaller section of the flight deck was set adrift.

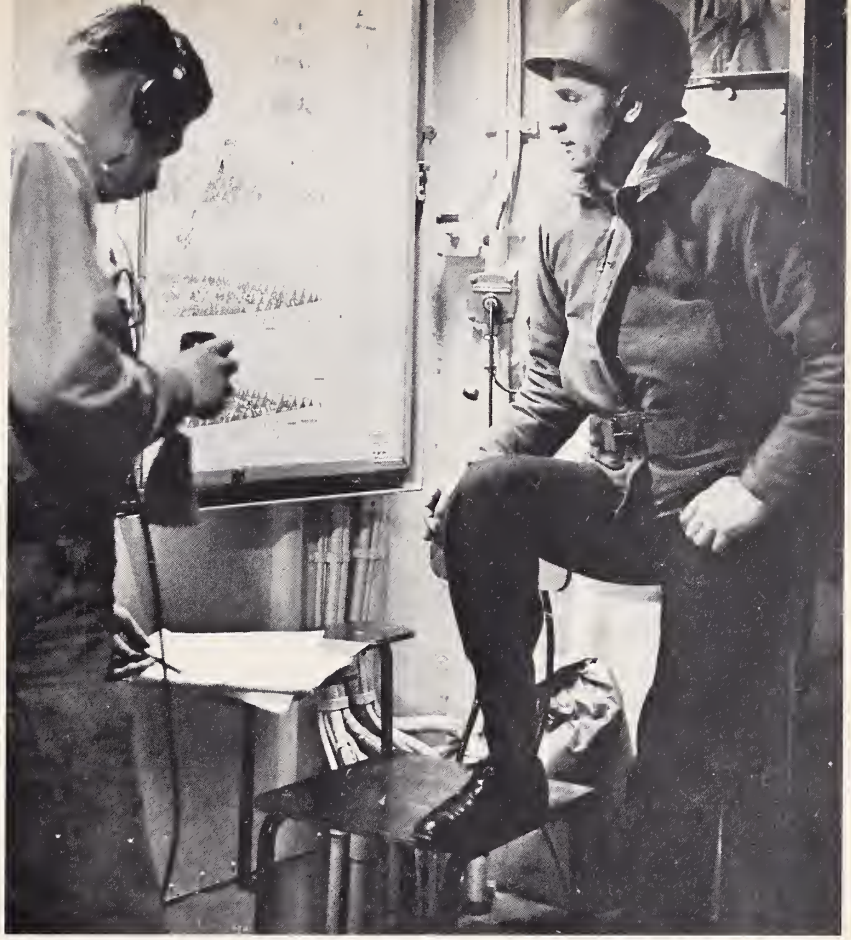
Had the big carrier been operating under wartime conditions, the flight deck would have been jury rigged and the catapult repaired to keep the planes in operation.

When the wind had abated to a mere 35 knots there were the usual stories—one to the effect that the clinometer in main engine control had pointed to 40 degrees.

For damage control parties, however, such stories were not necessary. It was quite obvious that they had been through one big storm.

A STORM AT SEA, of course, is one thing. A fire at sea is another. During World War II, damage control parties had opportunities to dis-

(*Continued on page 34*)



ON STATION—Check-off is made at damage control station during GQ. *Below:* FTG checks out decontamination after simulated atomic attack.

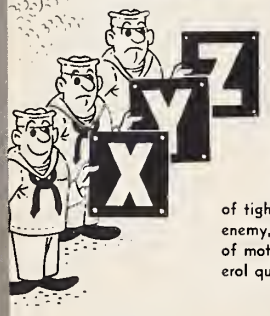




DAMAGE

Domage control is concerned not only with bottle domog compartmentation, stability, buoyoncy, and the prevent precoutions ond preporotions, disoster does strike, the sur control meosures ofter the damage occurs. Although do knowledge of ship construction, chorocteristics, stabili In other words, the sofety of o ship is on oll honds opero

MATERIAL CONDITIONS OF READINESS



In order to use comportmentotion to its fullest odvontoge, ond to further provide for moximum preporedness, oll the doors, hotches, scuttles, occesses, volves, and fittings of domoge control volue ore clossified ond marked. Novy vessels mointoin different moteriol conditions of reodiness occording to whether contoct with the enemy is improboble, proboble, or imminent. Eoch condition represents o different degree of tightness ond guorontees the moximum protection for the proximity of the enemy, with due regord for the heolth ond comfort of personnel. The setting of moteriol conditions is normolly o departmentol responsibility. When generol quorters is sounded, setting condition Zebro is on oll honds responsibility.

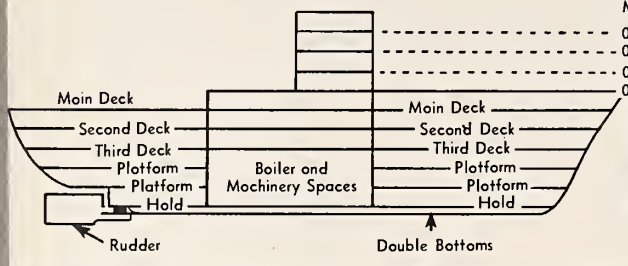
CASUALTY MA



A B C	CLASSES A, B, C, FIRES—REPORT
A B C	CLASSES A, B, C, FIRES—UNDER CONTROL
A B C	CLASSES A, B, C, FIRES—OUT
A	CLASS A FIRE—REFLASH WATC SET
A	CLASS A FIRE—COMPARTMENT TESTED
A	CLASS A FIRE—FIRE OVERHAUL
F	FLOODING
F300	FLOODING AT RATE OF 300 GPA
F	FLOODING—REPORTED

WTD

DECK SYMBOLS FOR NAVY SHIPS



Ships Built Before March '49	Ships Built After March '49
0400	04
0300	03
0200	02
0100	01
100	1
200	2
300	3
400	4
500	5
600	6
900	7

CLASSE

CLASS A

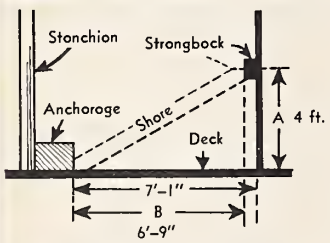
Closs A fires ore fires in ordinory combustible moteriols such os bedding, mottresses, dunnoge, books, poper, cloth, convos, ond wood. All Closs A fires leove embers which ore likely to rekindle if oir comes in contoct with them. Therefore, extinguish fires completely.



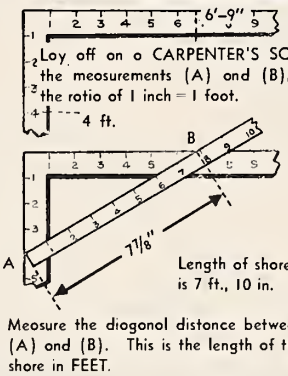
CLASS

Closs B fires ore th in flommoble subst gosoline, jet fuels sene, oils, point, tine, tor, greose other combustibl stonces which d leove embers or Chemicol ond foom ucts ore best fi ogents for B type

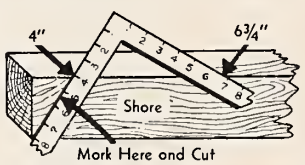
CUTTING THE AN



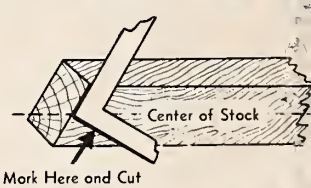
Meosure the distonce (A) from the center of the strongbock to the deck. Then meosure the distonce (B) from the edge of the onchoroge to the bulkheod, minus the thickness of the strongbock.



Meosure the diogonol distonce between (A) ond (B). This is the length of the shore in FEET.



Loy the squore olong the shore os indicoted, moking sure thot the meosurements 4 in. ond 6¾ in. lie olong the some line.

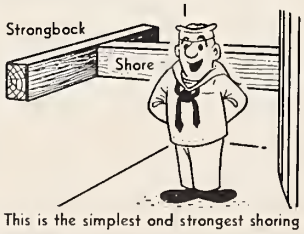


Meosure center of cut and mork o right ongle to it for second cut. You now hove one end of the shore cut.

SHORING F



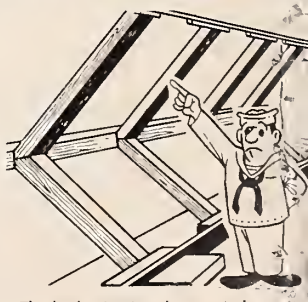
A shorp point on shore required to toke pressure will slip and curl, letting shore move ond work loose.



This is the simplest ond strongest shoring structure.
Shores perpendiculor to bulkhead exert moximum pressure.



The usuol method of instolling shores is by o triongulotion system.



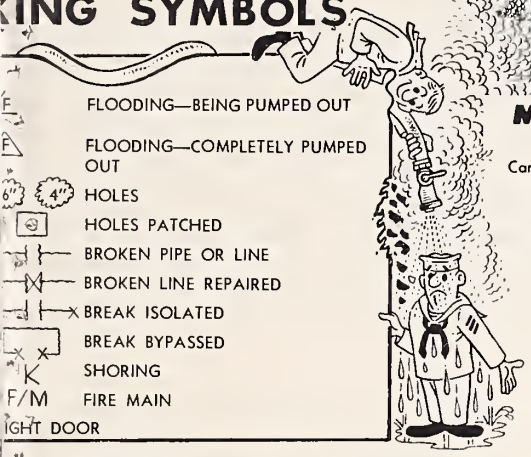
The bosic structure is repeated os ofte os necessory.

CONTROL

sa with the maintenance af structural strength, watertight e and explasian, in part as well as at sea. If, in spite af all a ship will aften depend upan prampt and carrect damage ntral may rest primarily in the hands af specialists, detailed tools of the trade is available ta men in related ratings.



KING SYMBOLS



MATERIAL CONDITIONS OF CLOSURE

The fallawing illustrates material canditians af clasure.

Canditian	Damage Is	Clase Fittings Marked
X-Ray	Imprabable (well pratected harbar)	X
Yake	Prabable (cruising canditians, unpratected harbars)	XY
Zebra	Imminent (battle canditians, maximum pratectian)	XYZ



Circle X and Y fittings may be apened withaut special permissian when praceeding ta battle statians ar during actian if it is necessary ta da sa ta fight the ship. They must be kept clased when nat in use. Red circle Z fittings may be apened during pralanged periads af General Quarters. Hawever, these fittings are guarded far immediate clasure. Circle W fittings, narmally apened, are clased anly ta prevent ABC cantamination ar smoke fram entering a vent system.

F FIRES

CLASS C

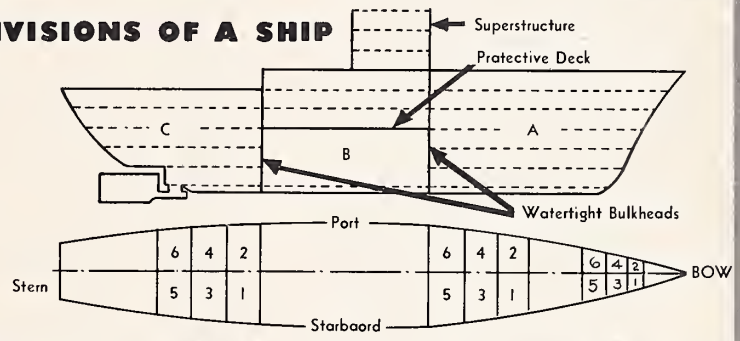
occur
ich as

Class C fires are fires in live electricol materials. They present an extra hazard ta the fire fighter, because af the danger af electrical shack. It is impartant ta avaid damaging the electrical equipment. The first step is ta secure the pawer ta the circuit. Use carban diaxide.





DIVISIONS OF A SHIP

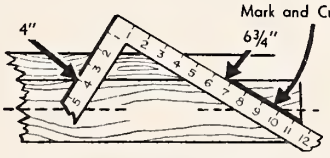


ES OF A SHORE

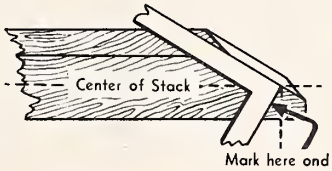
ong center af stack, measure length af re, 7⅞ feet.



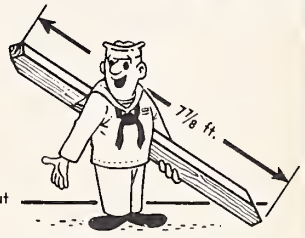
ark off perpendicular at ather end af ock



Slide carpenter's square dawn ta center paint an perpendicular, keeping the same line as befare. This time, mark cutting line on ather side af square.



Mark a right angle fram center paint af this cut far secand cut.

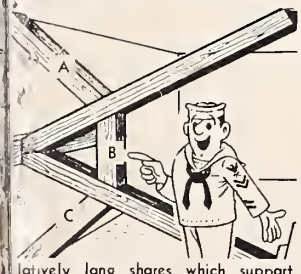


You naw have a share 7⅞ feet lang with ends properly cut.

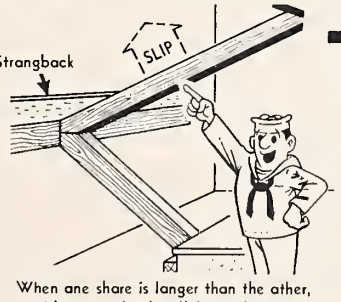
Remember

The length af a share shauld never be over 30 times its minimum thickness

NCIPLES

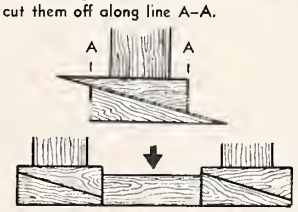


latively lang shares which suppart avy pressure may have a tendency ta w. Supporting shares A, B, C, should installed far greater strength.



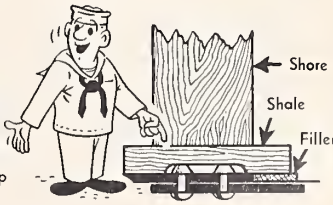
When ane share is langer than the ather, a wider strangback will keep the langer ane fram slipping.

After wedges have been driven home, cut them off along line A–A.



Cut blacks of 2 x 4 ta fit the gap and tap them in snugly.

The use af a Shale





DCs Must Know Just About Everything

Damage controlmen are jacks of all trades. The knowledge of carpentry required of them, for instance, would boggle the mind of the most avid do-it-yourselfer.

They must know how to use the equipment of damage control; how to build; how to fight fires; and they must be familiar with the ABCs of atomic, biological and chemical warfare and defense.

For a rundown on what damage controlmen are expected to do, here are some of the items in the DCs' qualifications for advancement.

In carpentry and woodworking he must know the characteristics of woods and glues the Navy uses in woodworking.

He also has to know how to join wood and how to make cofferdams and jumpers and be able to diagram fire mains, drains and other assorted plumbing used aboard ship.

He must have better than a nodding acquaintance with the boats used in the Navy and how to repair them.

When it comes to fighting fires he must, of course, know what equipment he can use and how to use it, plus the chemistry of fire and the chemistry of the extinguishing agents.

When the ship runs into some kind of violent trouble, the damage controlman must draw upon his knowledge of the principles and methods of bracing and shoring and how to rig and use casualty power systems.

He must know how to trim the ship; and this covers a multitude of calculations.

The ABCs of atomic, biological and chemical warfare include a knowledge of the types, characteristics and effects of nuclear blasts.

A damage controlman also has to be able to:

- Collect biological samples for laboratory analysis.
- Decontaminate the ship's surfaces, equipment and personnel.
- Recognize how heat from nuclear blasts is modified by weather, distance and shelter.
- Recognize the types and characteristics of biological agents and the way they are spread. This also applies to chemical agents.

If a damage controlman sees an injured man lying in the path of danger, he has to know how to carry him to safety and administer artificial respiration and stop bleeding, if need be. If the man is in shock or burned, our DC man also has to know what to do.

Of course, in addition to all this, he has to know the workaday mechanics of supply and be able to take care of his equipment after he gets it. He also must be able to handle the administrative details of his job.

Someone once said, a little knowledge is a dangerous thing. Perhaps for damage controlmen, just a little knowledge would be a dangerous thing, for it requires a lot of knowledge and skill to keep damage within bounds.

(*Continued from page 31*)

play their effectiveness against oil and gasoline fires as well as those caused by explosion.

More recently, there was the fire that broke out on board USS *Constellation* (CVA 64) during sea trials.

A gasket broke in the main machinery compartment; black oil spewed onto a hot surface and immediately flashed into flame.

All hands in the compartment, the place where damage control begins, went into action and immediately secured the fuel pump, cutting off the flames' source of supply.

Damage control central almost instantaneously flashed the alarm and, within minutes, a damage control party was getting at the fire with foam through the escape trunk. The fire was extinguished in a minimum of time.

The medical department, which functions as a part of damage control, contributed its skills toward lessening the trouble with its efficient treatment for smoke inhalation of the approximately 20 men in the compartment when the fire flashed into life.

Bear in mind that this was a new ship, at sea for the first time. The men of her crew had had very little time in which to acquaint themselves with the location of their gear, yet they were able to function smoothly and efficiently as a team.

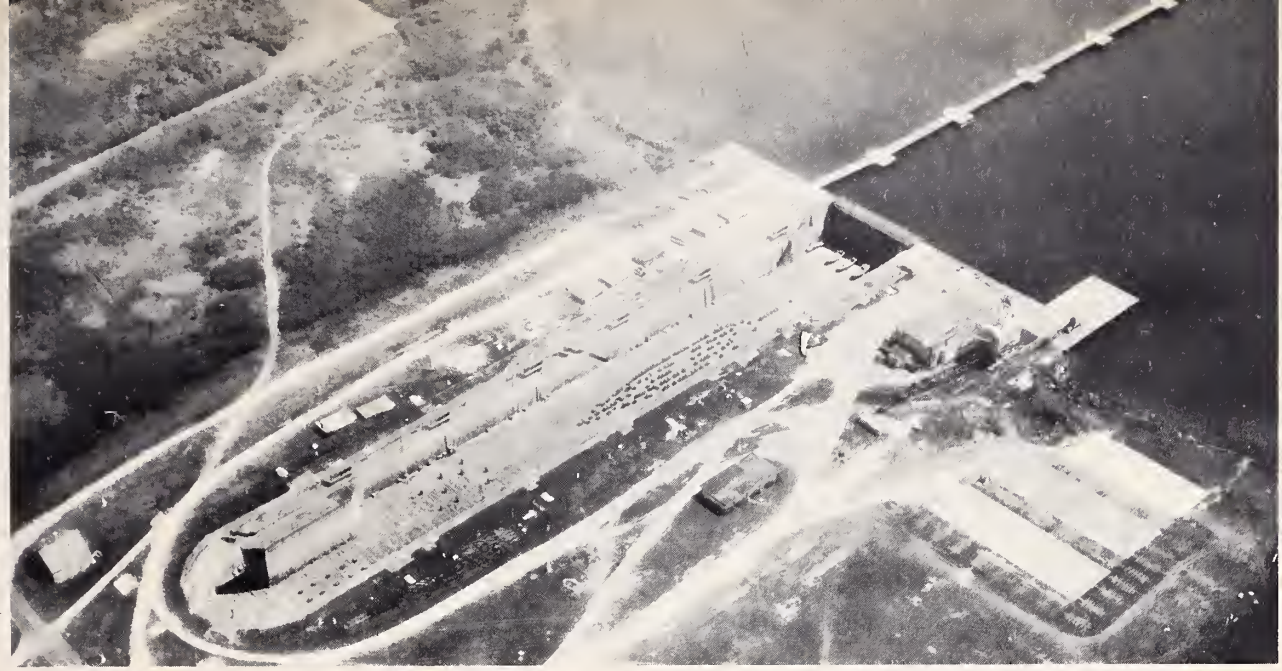
THE SMOOTHNESS which characterized damage control in this instance did not come about accidentally. It was the result of frequent drills by firefighters before the ship put to sea.

Much the same is true of every ship—damage control techniques are sharpened by constant drills. The men in DC parties know what to do when it's for real.

This not only applies to damage with which the Navy has had actual experience, but would also apply in the event of atomic, biological or chemical attack.

Damage control is the checkmate of disaster. It is to the credit of damage control parties that their efforts have usually been successful although, even in retrospect, their chances of simple survival, not to mention saving their ship, seemed nearly impossible.

Time after time, their work has kept ships afloat and fighting against impossible odds. — Robert Neil.



Drydock in the Caribbean

A DRYDOCK is still called a drydock even when filled with more than 55 million gallons of water.

That's the capacity of the largest drydock in the Caribbean area and it's located at the U. S. Naval Station, Roosevelt Roads, Puerto Rico.

Measuring more than 1000 feet in length and 150 feet wide, it can accommodate the largest of warships including USS *Constellation* (CVA 64) and *Enterprise* (CVAN 65).

Let's follow a ship as she prepares to enter the seven and three-quarter million cubic foot dock and see what takes place.

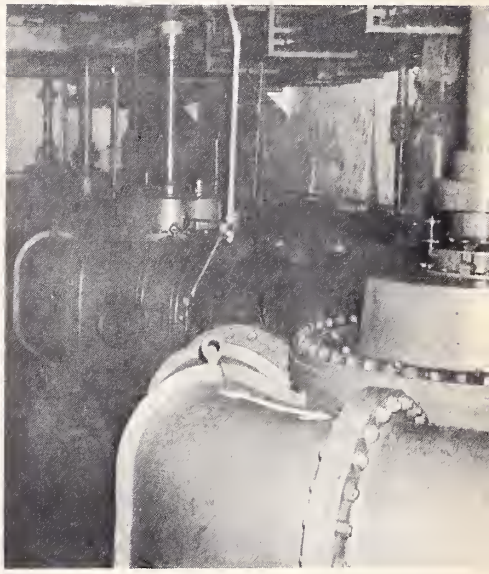
First, the empty drydock is slowly filled with sea water through several sluice gates. When water pressure on both sides of the hollow caisson gate is equal, the gate is floated to one side of the entrance to the drydock. The ship is carefully maneuvered into the dock and the gate is brought in behind her to its original position. Four giant pumps—each powered by a 1200 horsepower electric motor—then start emptying the water back into the sea. Water pressure on the outside of the gate keeps it in place and rubber seals around the gate's edge prevent water from entering the dock while the ship is being repaired. The emptying process is completed in only two and one-half hours.

Finally, the ship settles into the desired position on the bottom, resting atop pre-set timber blocks.

The above-mentioned procedure is reversed to get the ship out of the dock.

Smaller ships and boats can be physically lifted and set within the drydock by a huge crane that operates as a working part of the drydock apparatus. The crane—with a capacity of 50 tons—can encircle the dock on tracks under its own power. The crane is also used for materials handling in connection with drydock operations.

Clockwise from top: (1) Aerial photo shows over-all view of the large drydock. (2) These four pumps empty water from the drydock in two and one-half hours. (3) The 50-ton capacity crane is used to lift small ships and boats into the drydock.





★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

That's a Lot of NSFO

The veteran Pacific Fleet attack aircraft carrier uss *Hancock* (CVA 19) achieved a record of sorts in 1962, when the year's twenty millionth gallon of Navy Special Fuel Oil was pumped into her bunkers at Pearl Harbor, Hawaii.

Nearly four million gallons of this total have been re-pumped to destroyers during countless refueling-at-sea evolutions. Most of the rest of it, however, powered *Hancock* around and about the Pacific during the year. And to give you some idea of how much NSFO (Navy Special Fuel Oil) it takes to operate an aircraft carrier these days, consider these added figures.

The previous record, a little more than 14 million gallons, was set back in 1961. During 1962 alone, however, *Hancock* steamed more than 68,000 miles. This extensive operating schedule, combined with low winds much of the time, made continuous speeds of 20 to 30 knots while launching and recovering aircraft a necessity.

DDG Honors First SecNav

The guided missile destroyer *Benjamin Stoddert* (DDG 22) was launched at Seattle, Wash., in January. The new DDG was named for the first Secretary of the Navy, who served from 1798 to 1801 during the administration of President John Adams.

Secretary Stoddert was instrumental in creating a formidable United States fleet at a time when the United States and France were near war because of acts against American merchant shipping by armed French privateers.

Stoddert also acquired property for the development of yards and docks which eventually became the Portsmouth, N. H., Boston, Norfolk, New York and Philadelphia Naval Shipyards and the Washington Navy Yard.

He was also responsible for drafting the bill for the government of the U. S. Marine Corps and began construction of the U. S. Naval Hospital at Newport, R. I.

The new DDG is armed with the *Tartar* surface-to-air missile, *Asroc* and two five-inch, 54-caliber rapid fire guns.

The 437-foot, 4500-ton *Benjamin Stoddert* will be manned by a crew of 25 officers and 330 enlisted men.



CARRIER ME HOME — After a few days on board *USS Leary* (DDR 897) LTJG R. B. Martin begins return trip to *USS Independence* (CVA 62).

Plastic Hedgehog

When Alice was invited to play croquet with the Queen of Hearts, she discovered the ball she was expected to use was not a ball at all but a hedgehog.

Since the real hedgehog gave Alice a considerable amount of trouble, she might have wished it were made of plastic, had she known what plastic was.

In the 20th century, the Naval Ordnance Laboratory at White Oak, Md., has come through with a plastic case for hedgehogs.

This one is not used for croquet. It is the hedgehog with which every destroyerman and numerous enemy submarines are familiar—the World War II ahead-thrown weapon fired from the destroyer bow.

The new plastic cartridge case for the hedgehog has been released for production to replace the brass cartridge case formerly used to propel the weapon.

The new case, made of high density polyethylene plastic, will be less susceptible to water leakage during storage and can be produced more economically.

As most Navymen know, the weapon is a missile-shaped projectile equipped with a slender tail tube which houses the cartridge case and serves to hold the weapon on a firing post.

When it is detonated, the propellant in the cartridge case creates pressure in the hedgehog's tail tube which then acts rather like a rocket to propel the weapon free of its firing post.

Hedgehogs are usually fired in patterns of 24 projectiles and explode on contact.

The new plastic cartridge case will increase the hedgehog's range of approximately 850 feet by about 50 feet using the same powder charge and without exceeding the maximum tail tube pressure of 18,000 pounds per square inch.

This neat trick is accomplished because of a better gas seal between the sidewall of the weapon's tail tube and the plastic cartridge case.

The new case also causes less friction than the old brass case.

YESTERDAY'S NAVY



On 1 Mar 1944 the U. S. Naval Base was established at Milne Bay, New Guinea. On 2 Mar 1943 the Battle of the Bismarck Sea opened with the sinking of eight Japanese transports and four destroyers. On 4 Mar 1942 aircraft from VADM Halsey's task force bombed Marcus Island. On 4 Mar 1944 U. S. planes attacked Choiseul, in the Solomons. On 10 Mar 1942 carrier-based U. S. aircraft bombed Japanese shipping at Salamaua and Lae. On 12 Mar 1942 U. S. forces arrived on New Caledonia to establish a base at Noumea.

Twenty Ships Deploy to Med

Twenty Atlantic Fleet ships, including USS *Enterprise* (CVAN 65) and USS *Bainbridge* (DLGN 25), departed East Coast ports in February to relieve units of the Sixth Fleet in the Mediterranean.

This is the first deployment of *Bainbridge* to the Mediterranean.

The Norfolk-based ships, in addition to *Enterprise* and *Bainbridge* are: the guided missile cruiser USS *Canberra* (CAG 2); the guided missile frigate *Dahlgren* (DLG 12); the guided missile destroyers *John King* (DDG 3) and *Lawrence* (DDG 4); the destroyers *Dupont* (DD 941), *Henley* (DD 762), *Willard Keith* (DD 775), *Haynsworth* (DD 700), and *John W. Weeks* (DD 701); and the ammunition ship *Wrangell* (AE 12).

The exchange of ships, which took place the latter part of February, occurs periodically between units of the Second Fleet in the Atlantic and Sixth Fleet in the Mediterranean. The relieved ships were deployed last August.

Enterprise will return to Norfolk in late August, and *Bainbridge* will return to her home port, Charleston, S. C., the latter part of June.

In addition to the Norfolk-based ships, eight other ships will make up the force: the ammunition ship USS *Nitro* (AE 23), homeported in Davisville, R. I.; the fleet oiler *Salamonie* (AO 26) and the destroyers *John Paul Jones* (DD 932), *Norris* (DD 859) and *Bristol* (DD 857), Newport, R. I.; the fleet oiler *Kaskaskia* (AO 27) and the destroyers *Fiske* (DDR 842) and *Hawkins* (DDR 873), homeported in Mayport, Fla. The movement involves approximately 11,500 men.

Flying Research Lab

The Naval Oceanographic Office is making a flying oceanographic research laboratory out of a modified *Super Constellation* aircraft. Equipped with instruments which will provide information on ocean conditions, the plane will be capable of giving the Navy data on short notice over areas of the ocean not normally covered by ships.

The instruments to be installed in the *Constellation* will be tested in the vicinity of Argus Island, an oceanographic research tower located about 22 miles southwest of Bermuda. The tower is equipped with instruments which will provide comparative measurements with those on the aircraft.

When the test program is completed, the *Constellation* will take part in Fleet exercises from its home base, the U. S. Naval Air Station, Patuxent River, Md.



TENDER SERVICE—*USS Dixie* (AD 14), one of three large destroyer tenders in the Pacific Fleet, can handle six DDs simultaneously.

Missile Designators

If anyone should ask, "I wonder what all those numbers and letters painted on missiles and rockets mean," you can come up with the following information. It will provide you with a fine ploy in the art of one-upmanship.

Most guided missiles and rockets, except space vehicles and those systems designed for line-of-sight ground fire to ground targets and naval torpedoes, will have a five-symbol designator.

Operational missiles will have a letter which will indicate whether they are to be launched from underwater, from land or in the air. If a missile is still experimental, a letter will indicate its status.

A second letter will indicate its mission. For example, underwater attack, aerial interception or decoy.

A third letter designation will tell the informed Navyman whether he is looking at a guided missile (which can be controlled either remotely or from within), a rocket (whose flight path or trajectory can't be changed after launch), or a probe (used to penetrate aerospace and report information).

Don't let anyone trip you up on this last item. Outer space probes are not covered by this definition.

In addition to these letters, a number will identify different basic designs. For example, if you see a missile with a number "2" painted on it, you will know that it is a missile in the second stage of design.

A final letter will indicate major modifications to a basic design.

It is the Air Force's job to maintain this designation system and assign designators to all present and future missiles and rockets as well as to list the popular names for all these vehicles.

The service which develops the missile has the privilege of naming its bird, but must be careful not to christen it with a name which can be confused with the designations of other vehicles either in the experimental or operational stages.



ARGUS ISLAND, a tower on an underwater volcano 30 miles southwest of Bermuda, serves as a relay point for hydroplanes placed on ocean's floor.



BATTLE EFFICIENCY 'E' on plane of Attack Squadron 115, embarked in *USS Kitty Hawk* (CVA 63), is given final touch by R. Held, AMS1.

NavAirPac 'E' Awards

The final Battle Efficiency "E's" for fiscal 1962 have been awarded to USS *Ticonderoga* (CVA 14), *Yorktown* (CVS 10) and *Pine Island* (AV 12), all of the Naval Air Force, U. S. Pacific Fleet. After competition in every phase of operation and administration, the three ships were judged to be the most battle-ready among NAVAIRPAC attack carriers, ASW support carriers and seaplane tenders. (Battle Efficiency "E" awards throughout all other Fleet and Force commands were listed in ALL HANDS, November 1962.)

In addition to the over-all battle efficiency awards, NAVAIRPAC distributed Departmental "E" awards as follows:

Operations—*Bon Homme Richard* (CVA 31), *Bennington* (CVS 20) and *Pine Island*.

Air—*Bon Homme Richard*, *Kearsarge* (CVS 33) and *Pine Island*.

Engineering—*Ticonderoga*, *Hornet* (CVS 12) and *Pine Island*.

Weapons—*Ticonderoga*, *Yorktown* and *Currituck* (AV 7).

Communications — *Ticonderoga*, *Yorktown*, *Kearsarge* and *Salisbury Sound* (AV 13).

Antisubmarine Warfare — *Kearsarge*.

Supply—*Ticonderoga* and *Oriskany* (CVA 34).

Also, battle efficiency pennants were awarded to nine AIRPAC aircraft squadrons judged the best of their respective types:

Fighter (All Weather)—*VF 193*.
Fighter (Day)—*VF 91*.
Attack (Jet)—*VA 93*.
Attack (Prop)—*VA 115*.
Attack (Heavy)—*VAH 2*.
Patrol (Land)—*VP 4*.
Patrol (Seaplane)—*VP 50*.
Air ASW—*VS 33*.
Helicopter ASW—*HS 8*.

NAVAIRPAC squadrons nominated for the fiscal 1962 Captain Arnold Jay Isbell Trophy, awarded each year to squadrons that excel in Air Antisubmarine Warfare operations, are *Patrol Squadrons 4* and *50*, *Air ASW Squadron 33*, and *Helicopter ASW Squadron 8*. After judging, winning squadrons of both the Atlantic and Pacific Fleets will receive engraved plaques. (CAPT Isbell, after whom the trophy is named, distinguished himself during World War II with antisub work. His trophy was first awarded to top ASW squadrons in 1959.)

Three E's for *Taussig*

If the members of the crew of USS *Joseph K. Taussig* (DE 1030) brag a little, they will have to be forgiven, for they have ample reason for pride. Last December they copped three "E" awards for their ship (Battle Efficiency, and Departmental Excellence Awards in Weapons and Operations).

The Battle Efficiency "E" was awarded because *Taussig* rated the highest score in over-all battle readiness evaluation during the competitive year.

The score is set by averaging the grades made by ships for exercises in gunnery, antisubmarine warfare, engineering, communications and operations, with items such as smartness, efficiency and over-all performance in Fleet operations thrown in for good measure.

Departmental "E" awards are made on the basis of highest standards in the ship's departments.

Taussig now takes her "Es" on her bridge (both port and starboard sides) as well as on her battle efficiency pennant.

Plunger at Pearl

The newest addition to the Pacific Fleet Submarine Force arrived in Pearl Harbor early this year when USS *Plunger* (SSN 595) docked at the Submarine Base.

Commissioned 21 Nov 1962 at Vallejo, Calif., *Plunger* is the Navy's 27th nuclear-powered submarine.

Combining the hydrodynamic shaped hull form of *Albacore* with a nuclear reactor plant, *Plunger* has a capability of prolonged submerged operations and high submerged speeds. She is 278 feet in length and displaces about 4400 tons. Extensive use of sound isolating methods and materials, as well as advanced sonar equipment, makes her an effective antisubmarine weapon.

Designed to carry nine officers and 85 enlisted men, *Plunger* can remain at sea undetected and self-sufficient for months at a time.

Plunger is the third ship to bear this name. In 1893 Congress provided authorization for the first submarine to be built at a cost of $200,000. President Theodore Roosevelt became the first Chief Executive to ride in a submarine on 25 Mar 1905, aboard *Plunger* in Oyster Bay, N. Y.

The second *Plunger* was built in 1936 and saw active duty until she was stricken from the Naval Register of Ships on 5 Jul 1957. During World War II the second *Plunger* was cited many times for heroism in action during her 12 war patrols.

Plunger will raise the number of nuclear-powered submarines operating out of Pearl Harbor to five.

More LPDs Building

The Bureau of Ships has awarded the contracts for the ninth and tenth amphibious transport dock ships (LPDs) to a private shipbuilding company in Pascagoula, Miss.

LPDs have the ability to carry both landing craft and transport helicopters along with combat troops and their equipment. The primary duty of the helicopters they carry is the delivery of heavy pieces of combat equipment needed by troops landed from the ship.

LPDs 9 and 10 will be approximately 570 feet long, 84 feet at the maximum beam, and will have a full load displacement of 16,550 tons.

At present, the Navy has one amphibious transport dock in commission, uss *Raleigh* (LPD 1), operating with the Atlantic Fleet. Two others will be commissioned this year and five more are under construction or contract.

The first eight were built or are building at the New York Naval Shipyard.

New ASW Helicopter

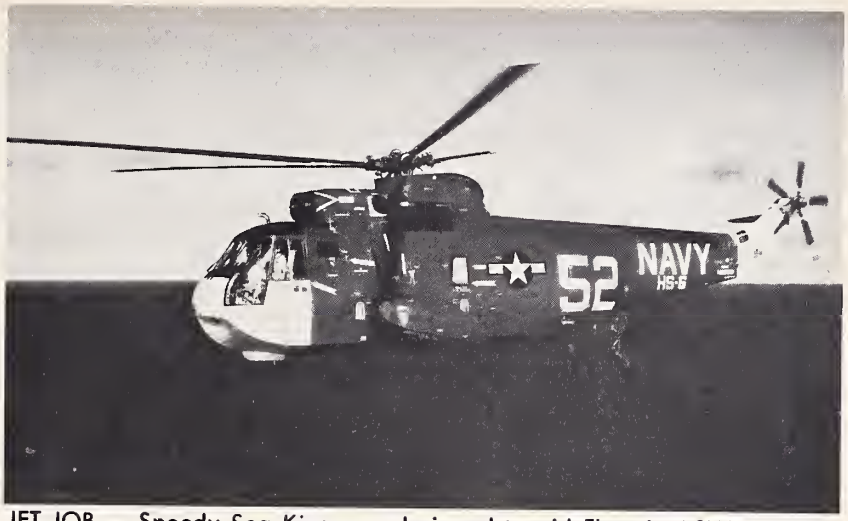
In an era of 17,000 mile-per-hour spaceships and dozens-of-miles-a-minute jets, you might, at first glance, find it difficult to get very excited over news of the world's first 200-mile-per-hour helicopter.

To the thousands of Navymen currently working day and night to increase the U. S. Navy's antisubmarine warfare capabilities, however, the advent of the new SH-3A (formerly HSS-2) *Sea King* jet helicopter *is* exciting—and rightly so. To them, this revolutionary turbocopter represents a big forward step in their unceasing ASW efforts.

Unidentified submarines are known to be operating in considerable numbers in the Pacific, and the SH-3A was especially designed to aid the Pacific Fleet in countering this potential menace. As one of the first Navy copters to combine both hunter and killer capabilities, *Sea King* can detect, identify, track and, if it should become necessary, destroy aggressor submarines. It can accomplish these tasks day or night, under any or all weather conditions.

Sea King began operating with the U. S. Seventh Fleet in the Far East the past summer. Already it has impressed all hands with its consistently top-grade performances on gruelling four-hour ASW patrols.

Externally, the SH-3A differs very little from the conventional helos which have been operational in the Pacific for years. The two items which make it different and the stunning new ASW weapon that it is, are its twin gas-turbine engines, compact enough to fit within a man's armspan and light enough to be lifted by only two men—yet powerful enough to develop 1250 horsepower apiece.



JET JOB — Speedy *Sea King* was designed to aid Fleet in ASW. The new hunter-killer helicopter is shown in operation from *USS Kearsarge* (CVS 33).

Sea King is over 72 feet long (including main rotor and tail pylon), 16 feet high, and weighs just over 17,000 pounds. Packed with sonar gear and weapons, and carrying a crew of four, it can carry out ASW missions independently, or operate as a member of a tri-dimensional hunter-killer group of sub-surface, surface and aerial units.

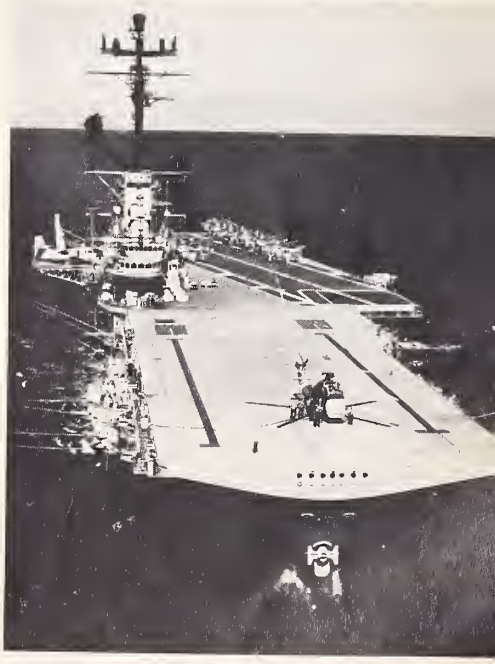
Acting independently, the SH-3A operates from an ASW carrier, and remains at extremely low altitudes, searching for an initial contact with a sonar transducer dipped beneath the ocean's surface.

When operating with a hunter-killer group, *Sea King's* mission remains basically the same, but it is also available, and prepared, to pinpoint suspected submarine contacts reported by other members of the group. Destroyers and submarines are vulnerable to attack should they remain in one place too long, and fixed-wing ASW aircraft cannot hover over a contact. Thus, it is up to the helicopter to remain with a sub as it attempts to evade destruction and escape. Other units may then step in to make the kill—but *Sea King* is fully equipped to do that job too.

Sea King can climb more than 900 feet a minute, and has a hovering ceiling of over 8000 feet. Early in 1962 it became the first helicopter in world aviation history to exceed 200 miles an hour in an officially sanctioned speed trial. It reached a speed of 210.65 miles an hour over a 19-kilometer (11.81 miles) course in Connecticut, eclipsing a Russian record of 199.4 miles an hour set in September 1961.

In the process the speedy new whirlybird also completed a clean sweep of the world's five major helicopter speed records. It previously held the three, 100, 500 and 1000 kilometer marks.

AT EASE—The SH-3A *Sea King* jet helicopter rests on flight deck of ASW carrier *USS Kearsarge* (CVS 33).



Double Sub Launching

The number of *Polaris* missile submarines was boosted from 15 to 17 one day last January with the launchings of *Nathan Hale* (SSBN 623) and *John Adams* (SSBN 620).

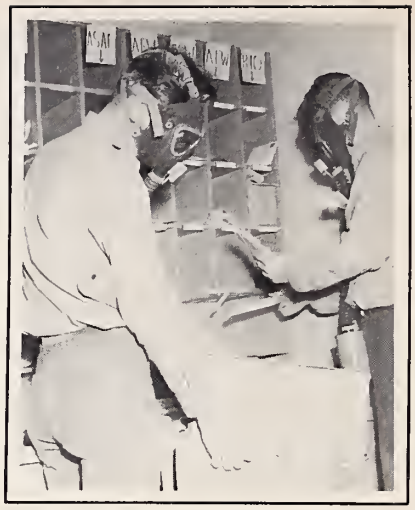
The nuclear-powered subs are of the *Lafayette* class (425 feet in length, 7000-ton full load displacement).

Both will be equipped to fire the operational 1725-mile A-2 *Polaris* missile, and the 2875-mile A-3 version now under development.

Nathan Hale, launched at Groton, Conn., is named for the Connecticut schoolteacher who was hanged for spying for General George Washington during the Revolutionary War.

John Adams, launched at Portsmouth, N. H., is named for both John Adams and John Quincy Adams.

With the double launching the Navy had nine SSBNs deployed on operations with the Fleet, another in commission but not deployed, seven more launched but not commissioned, and 18 under construction or authorized for construction.



VALENTINE'S DAY has come and gone for 1963. Here's how all those perfumed cards and letters were allegedly handled in Navy Post Office at NATTC, Glynco, Ga.

Essex Is Still Going Strong

It appears USS *Essex* (CVS 9) is going for 30.

After 20 years of service, the Navy's oldest active aircraft carrier shows no serious signs of retirement.

Commissioned in December 1942, *Essex* has been holding her own in a changing Navy.

She's a little bigger, and probably a lot tougher, than she was 20 years ago.

More important, working today as the Atlantic Fleet's senior antisubmarine warfare support carrier, *Essex* is useful, and mighty important.

First in a long line of carriers that saw plenty of action during World War II (more than 20 *Essex* class carriers were built; a few, completed after the war, saw no action), *Essex* participated in nearly every major Pacific battle.

She joined the Pacific Fleet at Pearl Harbor, Hawaii, in June 1943, participated, in August, in a surprise attack at Marcus Island, and thereafter worked the wartime Pacific as a support ship for amphibious landings and as a mobile base for air strikes.

In January 1947 she was taken out of commission and placed in reserve at Bremerton, Wash.

Four years later she was recommissioned after having received a $40 million face lifting that included a new, 888-foot flight deck (original flight deck measured 876 feet) and a new island superstructure.

In August 1951 *Essex* joined Task Force 77 off Korea and made two action cruises.

By February 1956, after a seven-month yard period at Seattle, Wash., *Essex* had taken on an angled flight deck, hurricane bow, and a new second deck edge elevator.

Next, after moving to the Sixth Fleet, she was ordered to support the 1958 Marine landing at Beirut, Lebanon.

Back to the Pacific, *Essex* then worked the Taiwan Straits with the Seventh Fleet.

In March 1960 *Essex* was converted to her present CVS status.

Late last year she showed up off Cuba as a quarantine enforcer.

Now, assigned to the ASW Force Atlantic, *Essex* serves as headquarters, mobile air base, and logistic support ship for an ASWLant hunter-killer group. She carries a variety of ASW aircraft, including SH-3A *Sea King* helicopters and S-2D *Tracker* fixed wing prop planes, which fly antisub missions using sensitive radar and sonar gear.

Essex, after 20 years (16 of them in commission), is still going strong.

This Contest Is the Most

ALL HANDS readers have for some time pursued a favorite Navy sport in this magazine—watching records run up the flagpole and seeing them promptly shot down by someone with a better record.

Some records which have broken into print have lasted a long time, others only as long as it has taken the Fleet to start sniping at them.

In the past, the magazine has announced each claim to a record as it came across our desks. Now, with your support, ALL HANDS plans to make a roundup collection of superlatives and submit it for the examination of the Fleet. Look over the collection and pick a superlative you think you or your ship, or squadron, or station can make a winner.

Candidates should include the youngest CPO, the oldest Navyman on active duty, the most bemedalled sailor, the most traveled man-of-war, longest cruise, and any other first, last or only.

Here are a few more: The top athlete, the record for "E" awards, the most unusual mascot, fastest rigging time, refueling time, replenishing time, toughest storm. the best chef, the champion boatmen, the largest Navy family, the first (or last) ship to visit Basra, brothers enlisting together, sisters enlisting together, ship with the most commissionings, record for readiness, most ship reunions, longest sea duty, most ports visited, highlining, number of ships in which served, longest line of Navymen in a single family, number of ribbons, deepest dive, best gunnery score, transit time, most unusual duty, longest homeward-bound pennant, continuous deployment, biggest tow, longest tow, liberty ports visited, top squadron, centurions, grandurions, carrier takeoffs and landings. And a few more: Oldest ships in each class, most veteran destroyer, smallest ship, youngest CO, fastest advancement, most courses completed, and so on.

If you want to make this roundup, send in your claim by the deadline date of 1 June. Any number can play. Just match your favorite feat with the most fitting superlative. If you or your ship haven't done any of the things listed above in a superlative fashion, mention your own specialty.





OUT OF WATER — Atlantic Fleet sailors receive landing party training from Marines at Parris Island.

Landing Exercises at P. I.

A mouse sitting in a corner of a barracks in the lonely weapons battalion area of Parris Island Marine Corps country one morning at oh-five-hundred, would have had the dubious pleasure of seeing 94 Navymen jump from their bunks into their clothes and hearing the bellow of a Marine Corps sergeant announce breakfast would be served in 10 minutes.

With the accuracy born of practice, the Marine sergeant's prediction proved correct. The Navymen, brought to Parris Island, S. C., for landing party maneuvers, formed ranks outside the barracks and were marching toward breakfast in exactly 10 minutes—just like the sergeant said.

By oh-six-fifteen, the Navymen had finished their breakfast and had gone outside for half an hour of calisthenics.

When they finished, the sun had come up and they were off to their first class instruction.

These particular men were from ships of the Atlantic Fleet Mine Force together with 13 men and one officer from USS *Strong* (DD 758). They were at Parris Island to receive training in landing party organization and control maneuvers.

The first day, the men were issued M-1 rifles. By the end of the morning, they had a good working knowledge of the rifle. Another item of knowledge they picked up was how to make up a 40-pound field marching pack so that they wore it instead of carrying it.

Then came the five-mile conditioning hike with full equipment to a bivouac area at Elliot's Beach. The troops alternated from marching to double time.

When the bivouac area was reached, the troops were divided into 13-man squads each of which received instruction in basic infantry movements and squad tactics along with offensive and defensive maneuvers.

Field exercises were also a part of the training complete with "C" rations, blank ammunition, instructions on where and how to make camp and periodic critiques.

One entire week was devoted to marksmanship with rapid firing exercises and target practice at up to 500 yards. Seventy-three per cent of the class qualified as marksman or sharpshooter.

By the time they had finished the course, they were pretty good at the art of landing and defending a small section of beachhead.

This was not surprising. Their teachers, the Marines, had had considerable experience in the field.

— Chambers G. Laird, JO1, USN

Garcia, Brooke, Horne & Co.

Names have been assigned to three ships under construction in different shipyards. Destined to join company with other ships of the Destroyer Navy, they are:

• *Garcia*, assigned to DE 1040, in honor of PFC Fernando Luis Garcia, USMC. PFC Garcia was posthumously awarded the Medal of Honor for sacrificing himself to save the life of another Marine during action in Korea on 5 Sep 1952.

The destroyer escort will be launched about September of this year. It will probably be completed around April of next year.

• *Brooke*, the name assigned to DEG 1, honors John Mercer Brooke, an 1847 graduate of the Naval Academy who worked extensively in hydrography before he resigned his commission at the outbreak of the Civil War. Brooke joined the Confederate Navy and devised the plans for reconstructing *Merrimack* into an ironclad.

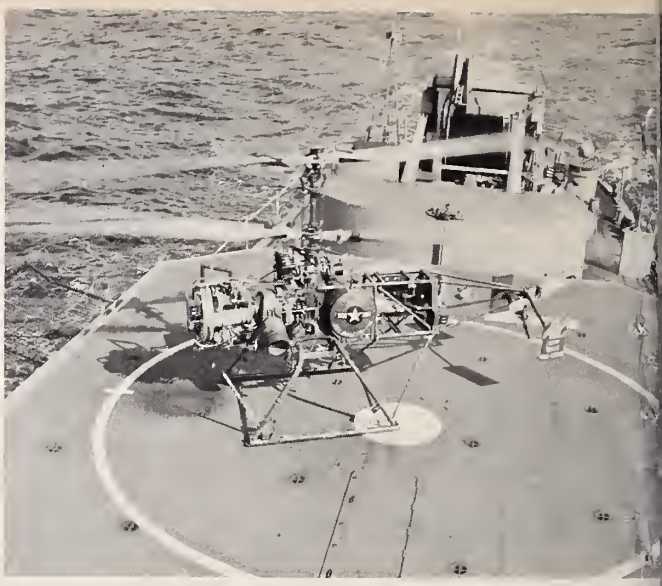
He also invented the Brooke gun, the most powerful employed by the Confederates.

The guided missile escort ship will probably be launched around September of this year with construction ending around January 1965.

• *Horne*, the name assigned to DLG 30, is in honor of Admiral Frederick Joseph Horne, whose 50 years of active naval service included commands of several ships, command of Cruiser Division Six and several aircraft squadrons, and service as Vice Chief of Naval operations from March 1942 to January 1946.

The launching date for the guided missile frigate is tentatively set for late August 1964 with construction expected to end about a year later.







USS BUCK HAS

USS BUCK (DD 761) became the first Pacific Fleet Ship to have a drone antisubmarine helicopter (DASH) system. *Buck* was modernized under the FRAM II program which equipped her to handle the drone.

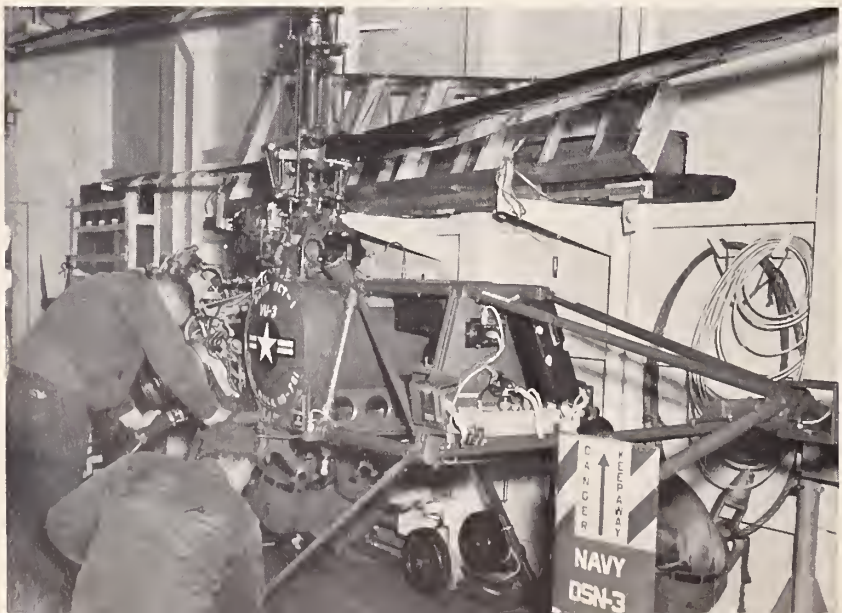
DASH, as most Navymen know, is a remotely controlled pilotless chopper used to extend a destroyer's antisubmarine range. The copter has a double blade and is powered with a 300-horsepower engine.

The system's purpose is to get there fustest with the mostest—in this case, to fly the helicopter to the vicinity of the enemy submarine, drop its two homing torpedoes and return it to the ship.

With these capabilities, DASH provides the Navy with an all-weather system which gets the destroyer's torpedoes in range of the submarine before the submarine can get within torpedo range of the destroyer.

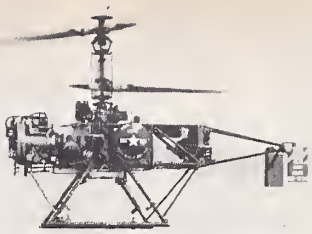
Two stations control the helicopter in flight. One is on the flight deck, the other at the combat information center (CIC).

Under visual conditions, flight deck personnel control











LOTS OF DASH

the takeoff, initial flight toward the target and landing.

Navymen in CIC take over after the chopper is out of sight and appears on the CIC radar. They plot its flight and return it to the destroyer's deck for landing.

The DASH system has been under development for some time. A manned version of the drone was flown successfully in April 1962. The first pilotless model was launched from a destroyer last July.

Buck received her DASH system at San Clemente Island, Calif., and tested it off the coast of San Diego, her home port.

Clockwise from Upper Left: (1) Destroyermen of uss *Buck* inspect their new ASW weapon, the first DASH system in the Pacific Fleet. (2-4) DASH copter takes off by remote control from the destroyer's flight deck. (5) LTJG C. I. Cook, USN, mans the controls to land the whirlybird. (6) Destroyer's CIC team takes control via radar when copter is out of sight and guide it to and from target. (7) Flight line crew secures DASH in hangar. (8) Crew rolls copter toward hangar.





SERVICESCOPE

Brief news items about other branches of the armed services.

THE ARMY HAS AWARDED a contract for the construction and installation of a 10,000kw floating nuclear power plant to be built in the hull of a modified World War II Liberty ship.

The hull selected for the installation was *Walter F. Perry* from the James River Reserve Fleet.

The floating power plant, which has been designated the MH-1A, will provide a reliable electric power source for transient military operations, thus eliminating their dependence upon a continuous fuel supply.

It is designed to operate at dockside or at anchor, providing power to shore units through overhead or submarine transmission cables.

The ship will be manned by a military crew, trained and certified in the Army Nuclear Power Program facilities at Fort Belvoir, Va.

The hull housing the plant will have an over-all length of 441 feet, including a new mid-body 212 feet long to replace the existing midsection. Its. design draft is 20 feet.

The reactor and reactor system will be mounted on a single integrated structure within a containment vessel to be enclosed by a concrete, lead and polyethylene biological shield.

A collision barrier extending 112 feet on either side of the hull outside the reactor system will help prevent a colliding vessel from penetrating the reactor area.

The plant will deliver electricity at either 50 or 60 cycles per second making it usable in many foreign ports.

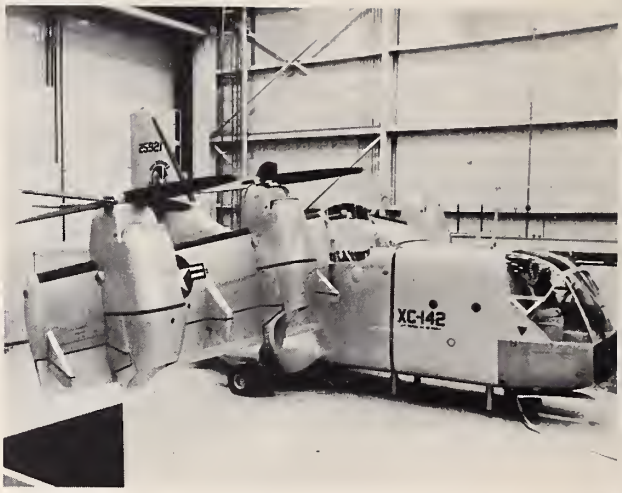
It will be capable of supporting a community of 20,000, when conventional power sources fail, and of self-sustained operation for periods of over two years. During shutdown and startup, auxiliary diesels will furnish power requirements.

The vessel will have no self-propulsion machinery, since most of its life will be spent in fixed position. When it is necessary to move the craft, it will be towed.

Only those on board while the vessel is being towed will have quarters. Operating crews will live on shore.



AN ARTIST'S drawing shows the nation's first nuclear-propelled space vehicle, which is being built for NASA.



MOCK-UP — Tri-service XC-142 transport is designed to take off and land vertically in most terrain.

THE NATIONAL AERONAUTICS and Space Administration has under contract an 88-foot long RIFT (Reactor-In-Flight-Test) vehicle which is scheduled to be flown from the Atlantic Missile Range headquarters at Cape Canaveral, Fla., in about five years.

Together with the *Saturn* booster, the RIFT vehicle will stand more than 300 feet high and measure 33 feet in diameter. It will be assembled in a huge, converted dirigible hangar at NAS, Moffet Field, Calif.

★ ★ ★

THE FLIGHT TEST PROGRAM for America's first ICBM came to a successful close as the last research and development series *Atlas F* missile was launched from the Air Force Missile Test Center at Patrick AFB, Fla.

Atlas F, first launched in August 1961, is 82 feet long, uses all-inertial guidance, develops some 389,000 pounds of thrust, and has a proven range of 9000 miles. It will be placed in hardened underground silos at several operational sites now being prepared for the Strategic Air Command by an Air Force-industry team.

In its final test firing, the *Atlas F* put its instrumented payload in a target area some 5000 miles down the Atlantic Missile Range. In addition to normal instrumentation, it carried two non-recoverable scientific packages, two lift-off cameras ejected at T plus five seconds, staging cameras, and the nose cone data cassette which landed at the end of the flight.

In addition, the *Atlas* did extra duty as a carrier for two other instrument-filled packets. One, a project of the Air Force Cambridge Research Laboratory, Cambridge, Mass., was designed to measure some of the radiation characteristics of the missile's exhaust. The other, designed and produced by the Air Force Special Weapons Center, Kirtland AFB, Albuquerque, N. Mex., and the 6555th Aerospace Test Wing at Patrick AFB, was designed to study radiation in the upper atmosphere.

Completion of this test firing series doesn't mean that the *Atlas* will disappear from the Cape Canaveral scene, however. It will continue to be used as the launch vehicle for Project Mercury, and as a booster for other space programs being conducted on the Missile Range.



ENGINEERING MODEL — Army's *Mauler* missile system is designed for use in air defense on battlefields.

In the southern Aegean Sea lies the tiny island of Kastellorizo. It is inhabited by only 370 hardy Greek citizens, who are proud of their rich past.

According to island officials, the U. S. Coast Guard cutter *Courier* (WAGR 410) has been the first large ship to visit the island in 10 years. It was a week-end courtesy call, but to the watching islanders the 338-foot ship was something of a miracle as it held anchoring maneuvers off the three and one-half by one and one-half mile island.

Courier has been transmitting Voice of America programs from waters off the Island of Rhodes since 1952, and Greek government officials from Rhodes came to Kastellorizo with *Courier* to examine island affairs in the hopes of solving social and economic problems.

Courier crewmen saw Kastellorizo's sea grotto, which is said to rival the beauty of the famed Blue Grotto of Capri. CARE packages were distributed and a troop of Greek Sea Scouts were given a special tour of the ship during the visit.

Kastellorizo was a prosperous shipping center in the days of sail, with a population of more than 12,000.

★ ★ ★

The U. S. Army has announced another successful intercept, by its anti-missile missile system, of a re-entry target vehicle launched by an intercontinental ballistic missile. The intercept was accomplished by a *Nike Zeus* missile fired and controlled from the Army test installation at the Pacific Missile Range Facility, Kwajalein, Marshall Islands.

A crew from the Strategic Air Command used an *Atlas* intercontinental ballistic missile to boost the target vehicle to ICBM velocity on a 5000-mile trajectory from Vandenberg AFB, Calif.

Two *Zeus* missiles were fired in salvo from Kwajalein, the first of which made the intercept. The second was automatically destroyed because of a technical defect during the second stage.

The Army said neither the intercepting missile nor the target vehicle carried a nuclear warhead, but that ground-tracking equipment indicated the target vehicle was well within the lethal radius of a *Zeus* operational warhead. Ground distance from Kwajalein and the altitude at which the intercept took place were not disclosed by officials of the Pacific Missile Range Facility.

★ ★ ★

An antitank missile that trails wire in flight like a fishing rod spinning line off its reel has been tested by the Air Force Systems Command. The research was in support of an Army project to develop an antitank missile that can be guided to its target by electrical signals. A controller who can see both the missile and the target will control the missile's flight.

The Air Force Missile Development Center, Holloman AFB, N.M., employed its 35,000-foot missile test track for the research.

Using dummy missiles on specially built monorail rocket sleds, about 45 sled runs were conducted to find out how the wire unwinds in flight, whether it will sustain electrical signals, and how the missile maneuvers in flight.

Various types of wire and wire-dispensing drums have been tested, as well as the effect of booster gases on the maneuverability of the missile.

The sleds were fired at both subsonic and supersonic speeds to simulate the speed changes the missile might undergo while being guided toward a target. All tests were successful.

★ ★ ★

U. S. army engineers have purchased two all-fiberglass boats for patrol duty in upper Chesapeake Bay and New York harbor. Called flying bridge cruisers, the craft are powered by twin diesel engines rated at 135 horsepower which give the boats top speeds in excess of 25 miles per hour.

Named *Potomac* and *Vigilant II*, they and others of a similar design have received grueling ocean tests.

Each patrol boat has two control stations, one at the flying bridge, the other within the cabin. Designed for year-round service, they have a galley, dinette, head and sleeping accommodations. Formica and vinyl are used throughout to reduce maintenance.

The boats are expected to withstand sustained usage for an average of 10 hours a day.



DIESEL-POWERED patrol boat *Potomac*, operated by U. S. Army Engineers, hits speeds in excess of 25 mph.

THE WORD

Frank, Authentic Advance Information On Policy — Straight from Headquarters

• JOINT TRAVEL CHANGES—A few revisions have been made in the *Joint Travel Regulations* which are of general interest to Navymen.

Here is a brief rundown on the modifications as given in Change 122 to the Joint Travel Regulations.

• If the driver of a privately-owned car makes a round trip while transporting a member on official business from home or duty post and a transportation terminal, the travel regulations now provide that *the member responsible for the car expenses* shall be reimbursed for the round trip in the amount of seven cents per mile plus parking fees which may have been paid by him at the terminal.

Naturally, the reimbursement can't be more than the official traveler would have spent had he taken a taxi and paid the one-way fare including allowable tips.

• If an active duty Navyman is transferred from one hospital to another in the United States, his dependents are entitled to transportation to the location of the new hospital provided the commanding officer of the receiving hospital certifies the member's treatment or observation is likely to be of a prolonged nature.

Furthermore, upon completion of the hospitalization, even if the member is no longer on active duty, his dependents are entitled to transportation to the member's permanent duty station (if he is still on active duty), his home of record, place of entry on active duty, or home of selection.

In addition to these modifications, there were changes in the station and travel per diem allowance for Angola; Fiji Islands; Djakarta, Indonesia; Laos; Biak, New Guinea; Peru; Culebra, Puerto Rico and the British Crown Colony of Singapore.

• LEADERSHIP FILMS—The Bureau of Naval Personnel and the Navy Photo Center, acting on a suggestion first advanced by the Chief of Naval Air Training and approved by the Department of the Navy Leadership Working Group, are producing filmed interviews on leadership.

First of the series released was a 13-minute kinescope of ADM George W. Anderson, Jr., Chief of Naval Operations, being interviewed by news commentator Howard K. Smith. To date, six interviews of top Navy leaders have been filmed, and a dozen or more others are scheduled during the coming year. In the completed interviews both Mr. Smith and fellow commentator Raymond Scherer provided their services at no cost to the Navy.

The six films now available, as listed below, may be ordered from Navy and Marine Corps film libraries.

KN-9698A—VADM W. F. Raborn, Jr. (Interviewed by Mr. Smith).

KN-9698B—ADM G. W. Anderson, Jr. (Interviewed by Mr. Smith).

KN-9698C—VADM A. G. Ward (Interviewed by Mr. Smith).

KN-9698D—RADM W. F. Petersen (Interviewed by Mr. Scherer).

KN-9698E—VADM Fitzhugh Lee (Interviewed by Mr. Scherer).

KN-9698F—RADM J. S. McCain, Jr. (Interviewed by Mr. Scherer).

• OPEN RATES FOR RESERVISTS—The Chief of Naval Personnel has issued a revised list of open rates in which active duty CNARESTRA TARs and Naval Reservists on inactive duty may enlist in the Regular Navy, provided they meet the requirements found in BuPers Instructions 1130.4G or 1300.28.

The revised list, announced as change one to Inst. 1130.4G, contains 91 open rates. Here they are:

QM1, 2, 3	CE3
SM2, 3	ADJ3
RD1, 2, 3	ATT, 2, 3
SO1, 2, 3	AO3
TM2, 3	AQ1, 2, 3
MTC, 1, 2, 3	AC3
FT1, 2, 3	AB3
GMTC, 1, 2, 3	AE3
ET1, 2, 3	AM3
DSC, 1, 2, 3	PR3
OM3	AG3
RM1, 2, 3	PH3
CT2, 3	PT3
MA3	AXC, 1, 2, 3
MM1, 2, 3	AN, AA, AR
MR3	SN, SA, SR
BT3	FN, FA, FR
BR1	CN, CP, CR
EM1, 2, 3	TN, TA, TR
IC1	HN, HA, HR
SF3	DN, DA, DR

• SELECTION BOARD MEETINGS—Now is the time for all good candidates for promotion to start checking their gold braid.

The convening date for both Regular and Reserve warrant officer selection boards is the 19th of this month. Candidates from flag rank down to lieutenant will have their turns between May and November.

Warrant Officers, W-1, must have two or more years of service in grade with a date of rank of 30 June 1962 or earlier to be within the promotion zone for W-2. Candidates for W-3 or W-4 must have at least four years' service in grade and a date of rank of 30 June 1960 or earlier.

The selection boards which will



THERE ARE NINE OTHER NAVYMEN hanging around waiting, so pass on this copy of ALL HANDS Magazine.

consider promotions to rear admiral, captain, commander, lieutenant commander and lieutenant will meet on the following dates:

Flag, Line	*20 May 1963*
Flag, staff	*28 May 1963*
Captain, line	*2 Jul 1963*
Commander, line	*6 Aug 1963*
Captain and Commander, staff	*3 Sep 1963*
Lieutenant Commander, line	*10 Sep 1963*
Lieutenant, line	*5 Nov 1963*
Lieutenant Commander and Lieutenant, staff	*25 Nov 1963*

The dates for the convening of the selection boards were announced in SecNav Notice 1421.

• **COMMUTED RATIONS**—Decreased commuted ration rates and a corresponding price cut for meals in Navy mess halls were announced Fleetwide in AlNav 59. Effective 1 Jan 1963 the monthly value of commuted rations was $1.03 in the continental U. S., and $1.15 afloat and overseas (including Alaska and Hawaii).

This is a decrease of four and five cents, respectively.

The new rates are the same for hospital, field and leave rations.

Men who draw ComRats and eat in the mess hall are now (also effective 1 Jan) charged for meals at the following rates:

	CONUS	OVERSEAS
Breakfast	.23	.25
Dinner	.45	.50
Supper	.35	.40

This represents a five cent decrease in the price of supper both overseas and in CONUS, and a one cent increase in the price of breakfast in CONUS mess halls.

Also, officers and civilians who eat in the mess hall must now pay a higher surcharge.

• **SEAVEY SEGMENT 2-63**—Navymen in the 21 ratings included in Seavey Segment Two will start receiving orders in June which direct transfer ashore in October, provided they meet the sea duty commencement cutoff dates for Seavey Segment 2-63. These dates have been announced in BuPers Notice 1306 of 16 Jan 1963.

It should be noted that Segment Two Seavey assigners at BuPers only *begin* to issue orders in June of the year a man meets the Seavey cutoff date. Orders continue to be issued until June of the following year, or until every man has received a shore duty billet. Therefore, inquiries to BuPers asking where and when a particular individual may be assigned cannot be answered satisfactorily until *at least* June of the year he fulfills the requirements to meet the Seavey cutoff date.

Included in the notice was information to men of the newly established AX rating. These men will be included in Segment Three of Seavey. AX shore tours have been established as follows: AXC, AX1—36 months; AX2—30 months; AX3 and AXAN—24 months.

These AX shore tour lengths became effective 1 Dec 1962. If you are an AX who was already on shore duty on 1 Dec 1962, you will have the shore tour of the rate held at the time you reported ashore. This information will be included in a forthcoming change to the *Enlisted Transfer Manual.*

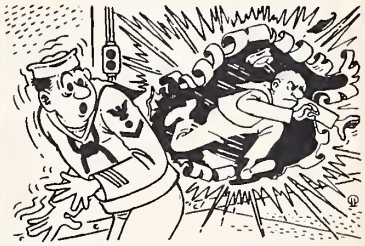
Here are the sea-tour commencement cutoff dates for Seavey Segment 2-63.

RATE	*DATE*	*RATE*	*DATE*
CSC	Apr 60	DC1	Jul 58
CS1	Jun 60	DC2	Oct 57
CS2	Sep 60	DC3, DCFN	Mar 60
CS3, CSSN	Mar 61	PMC, PM1	Oct 60
SHC	Sep 61	PM2	May 59
SH1	Jun 58	PM3, PMFN	Jun 60
SH2	Dec 56	MLC	Jun 61
SH3, SHSN	Oct 56	ML1	Jun 60
MMC	Mar 59	ML2	Dec 56
MM1	Jul 57	ML3, MLFN	Dec 59
MM2	Aug 58	EAC, EA1,	
MM3, MMFN	Oct 60	EA2	Oct 61
ENC	May 59	EA3, EACN	Oct 61
EN1	May 57	CEC	Jun 61
EN2	Sep 57	CE1	Oct 61
EN3, ENFN	Jun 60	CE2	Apr 61
MRC	Sep 60	CE3, CECN	Oct 61
MR1	Mar 60	EOC	Jun 61
MR2	Dec 60	EO1	Sep 60
MR3, MRFN	Oct 61	EO2, EO3,	
BRC	Jan 59	EOCN	Oct 61
BR1	Apr 59	CMC	Dec 60
BTC	Sep 58	CM1, CM2	Oct 60
BT1	Apr 56	CM3, CMCN	Oct 61
BT2	Jan 57	BUC, BU1	Oct 61
BT3, BTFN	Feb 60	BU2	Jul 60
EMC	Jul 60	BU3, BUCN	Oct 61
EM1	Sep 58	SWC, SW1	Dec 58
EM2	Sep 59	SW2	Dec 59
EM3, EMFN	Mar 61	SW3, SWCN	Oct 61
ICC	Apr 61	UTC	Mar 61
IC1	Mar 60	UT1	Jan 60
IC2	Apr 60	UT2	Jun 59
IC3, ICFN	Oct 61	UT3, UTCN	Dec 59
SFC	Oct 59	SDC	Mar 61
SF1	Sep 57	SD1	Jun 58
SF2	Nov 56	SD2	Feb 59
SF3, SFFN	Sep 59	SD3	Jun 58
DCC	Jul 60	TN	May 61

QUIZ AWEIGH

Every seagoing sailor takes part in general drills. The purpose of these drills to to develop teamwork so that every man on board knows his duties in every emergency. See if you can answer these questions on general drills.

1. Conditions of readiness for action deal with the disposition of men to battle stations. These conditions are numbered. Readiness condition ONE is (a) general quarters, (b) peacetime cruising, (c) wartime cruising.



2. All hands go to drill stations on the double. What traffic routes should be followed? (a) the shortest route to the assigned station; (b) forward and up on the port side, down and aft on the starboard side; (c) forward and up on the starboard side, down and aft on the port side.

3. In the event of a fire on board ship, the man in charge of the ship's bell strikes it rapidly 10 times, then pauses and strikes it again to indicate which portion of the ship the blaze is in. If it is amidships the bell is struck (a) once, (b) twice, (c) three times.

4. When the word "man overboard" is passed, the ship's whistle is sounded at least (a) four, (b) five, (c) six times.



5. If you spot someone floating in the water while the ship is underway, you should (a) shout, "Man overboard, starboard (port) side," and at the same time try to throw a lifebuoy or lifejacket near him; (b) run to the OOD as fast as possible, telling him there is a man overboard; (c) shout to the man that he will be picked up as soon as the ship can be turned around.

Answers to Quiz Aweigh may be found on page 50.

THE BULLETIN BOARD

Candidates Selected Under LDO and Integration Programs

More than 800 Navy enlisted men and 273 warrant officers will soon be wearing new commissioned officers' bars as a result of recently concluded selection board deliberations.

Names of successful candidates for commissioned status are contained in Enclosures (1) through (4) of BuPers Notice 1120 of 9 Jan 1963.

This same Notice contained a note of caution for selectees, however. It pointed out that selections were made contingent upon a selectee's fulfillment of all administrative and physical requirements, and said that they may be required to undergo another physical examination before appointment.

Even though a selectee is considered by his local medical examining board to be physically qualified for appointment, final determination will be made by the Chief of Naval Personnel, based on recommendations of the Chief of the Bureau of Medicine and Surgery. Thus, selectees are counseled to take no irrevocable steps (purchase of uniforms, sale of home, or the like) until their appointments have actually been tendered them.

Four hundred and twenty-three of the selectees (the 273 warrant officers, plus 150 chief petty officers with eighteen and half or more years of service) will be appointed LTJG under the Limited Duty Officer (Temporary) program. The WOs will be assigned a date of rank of 30 Dec 1962, and the CPOs will be appointed with a date of rank of 15 Mar 1963.

Fifty enlisted men and one enlisted woman were selected for training under the Integration Program. They will attend a course of instruction at the Officer Candidate School, Newport, R. I. Upon successful completion of the course, they will be appointed ensign, USN, with a date of rank of 1 Aug 1963.

The remaining 604 enlisted Navymen (all with at least eight years of enlisted service) selected for commissions will be appointed ensign under the LDO(T) program sometime in fiscal 1964. They will receive their commissions before reporting to Newport, R. I., or Pensacola, Fla., as appropriate, for an officer indoctrination course.

Those ensign, LDO(T) candidates from the aviation ratings who applied for Naval Aviation Observer Training and have been selected for LDO(T) will be notified if further selected for NAO training.

Orders for both Integration and LDO(T) selectees will designate the ultimate duty station if possible.

• The 51 successful candidates for the Integration Program were selected from a total of 421 Navymen and women considered. Forty-three of them were selected for the Unrestricted Line, the remaining eight for the Supply Corps. The group included one CPO, 22 PO1, 24 PO2, three PO3 and one seaman.

• A total of 3914 enlisted Navymen were considered for appointments as Ensign, LDO(T), with 604 of them eventually being selected. Engineering wound up with the top total of selectees, 74, closely followed by Administration, with 66, and Supply, 65. By pay grades, they were comprised of five master chiefs (E-9), 59 senior chiefs (E-8), 339 CPOs (E-7), and 201 first class petty officers of various ratings.

• The board, which considered chief petty officers with at least

Tours of Sixth Fleet DD and AO Sailors Revised

Atlantic Fleet destroyer- and oilermen got some news along with the new year.

LANTFLT headquarters revealed that tours with the Sixth Fleet in the Mediterranean for those two types of ships were being cut from six to four months. The announcement means that DD and AO sailors can henceforth plan on spending only four out of every 18 months deployed to the Med, instead of the six months they previously spent there.

In announcing the change, which became effective 1 February, LANTFLT officials said it would not affect the six-month rotation schedules under which cruisers, aircraft carriers and other types currently operate. They also emphasized that the new schedule will not change the number of destroyers deployed to the Med at any one time.

The same officials said the move is expected to cut personnel changes in each group of ships deployed by approximately 25 per cent. Men due for discharge while their ships are scheduled to be overseas will normally be transferred to tenders or other ships with the same home port to await the end of their enlistments.



"Oh, that's Winningham, . . . he runs the hobby shop."



"Your promotion becomes effective when you do!"

eighteen and one half years' service for appointments as Lieutenants (junior grade) under the LDO(T) program, selected a total of 150 from among 1043 candidates. The Deck and Engineering classifications led with 17 selectees each, while Aviation Maintenance was next high with 15. Thirty-nine were master chiefs, 65 were senior chiefs, and 46 were CPOs.

• As for the Warrant Officers, the 273 selectees for LTJG commissions were named from a field of 388 candidates. Supply, with 40 selectees, led all classifications, while Deck, 36, and Electronics, 33, were next in line. A high percentage of the selectees, 261 of them, were W2, with seven W3 and five W4 also picked.

Here's Your Big Opportunity—Nuclear Navy Needs Officers Now, Check Your Quals

Line officers who can meet certain eligibility requirements are being urged to apply for jobs with the Nuclear Navy. A Fleetwide directive issued last November (BuPers Inst. 1520.88), indicated the Navy urgently needs officers trained in nuclear power to serve on board nuclear subs and in the engineering and reactor departments of nuclear-powered surface ships. Such assignments are given only to graduates of the 12-month Nuclear Power Training Program.

Officers who wish to apply for the program must belong to the unrestricted line, and be on active duty in the grade of lieutenant commander or below (includes Midshipmen First Class and officer candidates attending OCS). Applicants must be college graduates (or prospective college graduates) with credits in physics and mathematics through calculus. Both Regular Navymen and Reservists may apply.

Applicants must certify an understanding that successful completion of the course will mean four years of obligated service from the time of course completion, or two years in addition to the present obligation, whichever is greater.

Officers selected under the program for duty on board nuclear-powered submarines must further be qualified for submarine training as outlined in BuPers Inst. 1520.6J. (This directive specifies that only officers in the grades of ensign and lieutenant, junior grade, may apply for submarine training. Under the Nuclear Power Program, lieutenants may also apply, but only lieutenant commanders who completed Submarine School before applying for nuclear power training will be considered for duty on nuclear subs.)

Qualified applicants are ordered to Washington, D. C., and interviewed by Vice Admiral H. G. Rickover. Officers selected for the program are ordered to either the nuclear power school at Bainbridge, Md., or at Mare Island, Calif., for six months of theoretical instruction, followed by six months of operational training at one of the prototype nuclear propulsion plants in Idaho Falls, Idaho; West Milton, N. Y.; or Windsor, Conn.

Those selected for nuclear sub duty are also ordered to New London, Conn., for six months at the Submarine School (unless previously attended). The Submarine School assignment may be made either before or after the 12-month nuclear power course.

Officers who enter the program will retain their unrestricted line designation and will be assured their sea duty promotion requirements will be safeguarded.

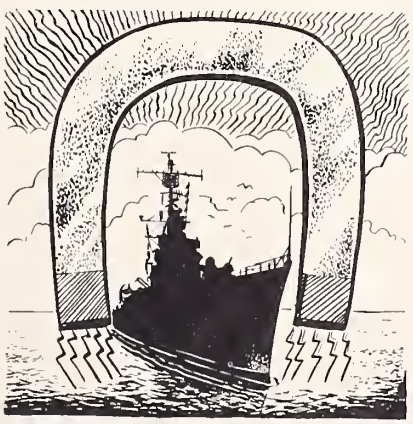
BuPers Inst. 1520.88 spells out the program's eligibility requirements and contains sample letters of application as a guide.

HOW DID IT START

From Boatswain's Nightmare to Ships' Girdles

Almost all U. S. Navy ships undergo degaussing regularly. This process is probably one of the lesser known measures taken to insure the safety of both our merchantmen and men-of-war. Degaussing can be likened to preventive medicine—the action is taken before the patient becomes ill. By using degaussing procedures, a ship is made safe against magnetic mines.

This is how the science of degaussing, as we know it today, began. In September 1939, the Germans began laying magnetic ground mines in the English Channel. The British Admiralty thought that the mines were magnetic, but this was not confirmed until the following month when the British Navy succeeded in exploding one in the Bristol Channel by using a contraption known as a "Boatswain's Nightmare." This consisted of permanent magnets suspended on a cable towed between two ships. Indeed, this was a boatswain's nightmare, but it did prove that the mines were detonated by a change in magnetic field. Some method of reducing ships' magnetism had to be devised.



Shortly afterward, the British were able to capture and disarm one of the mines for study. Within a matter of days, they perfected methods for both sweeping the mines and protecting ships from the ones still unswept. The new science of protection was termed "degaussing," taking its name from "gauss," a unit of magnetism.

The U. S. Navy's Bureau of Ordnance (now Bureau of Naval Weapons) then began research on the problem. By the time of the Pearl Harbor attack, the Navy's degaussing program was well under way.

The protection consists essentially of a girdle of cables wound around a ship. Electric current, generated by the vessel's power plant, is passed through the cables, making the entire ship a huge electromagnet. Using this method, a ship's magnetic field can be increased to the point that the mines would explode too far away from the ship to do any damage, or the normal magnetic field of a vessel could be neutralized so that even nearby mines would not detonate.

Today, our ships must be capable of reducing their magnetic fields to a minimum, because magnetic weapons, particularly mines, have become more and more sensitive since 1939.

Degaussing, like the other aspects of our modern Navy, has come a long way since the "boatswain's nightmare."

Codes Gives Clues on Navy Advancement

ABOUT THIS TIME of year ALL HANDS turns tipster and publishes an estimate of your chances of being advanced in rating provided, of course, you passed last month's advancement in rating examinations.

The dates in the following tables are based on available statistics, study of past performances and consideration of the variables which might affect the number of Navymen who may be included in the advancement quotas.

The code numbers in the tables below are the clues to your chances. Here is what they mean:

Code 1: Excellent. Between 70 and 100 per cent of those passing the examinations will be advanced because the greatest shortages exist in these rates.

Code 2: Good. From 40 to 70 per per cent of those passing will be advanced.

Code 3: Fair. Between 15 and 40 per cent of those who pass will be advanced.

Code 4: Poor. Less than 15 per cent of those passing will be advanced. The number of rates in this category is very small, amounting to about five per cent of the total group.

	For Pay Grade			
RATING	E-4	E-5	E-6	E-7
GROUP I				
BM	2	2	2	1
QM	1	1	1	1
SM	1	1	1	1
RD	1	1	1	2
SO	1	1	1	1
GROUP II				
TM	1	1	1	1
GM	1	2	2	1
GMT	1	1	1	1
FT	1	1	1	1
MT	1	1	1	1
MN	2	4	4	4
GROUP III				
ET	1	1	1	1
DS	1	1	1	1
GROUP IV				
IM	3	4	4	2
OM	1	1	1	1
GROUP V				
RM	1	1	1	1
CT	1	1	1	1
YN	1	2	2	2
PN	1	3	3	2
MA	1	1	1	1
SK	1	3	3	2
DK	1	3	3	2
CS	1	3	3	3
SH	3	3	3	3
JO	2	1	1	1
PC	3	4	4	4
GROUP VI				
LI	2	3	3	3
DM	2	1	1	3
MU	1	1	2	1
GROUP VII				
MM	1	1	1	1
EN	1	2	3	2
MR	3	3	2	3
BT	1	1	1	1
BR	—	—	1	1
EM	1	1	1	1
IC	2	1	1	1
SF	1	1	1	2
DC	1	2	3	1
PM	4	1	1	1
ML	3	3	4	1

	For Pay Grade			
RATING	E-4	E-5	E-6	E-7
GROUP VIII				
EA	3	1	1	1
CE	1	1	2	1
EO	2	3	3	3
CM	1	3	3	3
BU	1	2	2	3
SW	1	1	3	3
UT	1	2	3	3
GROUP IX				
ADJ	1	1	1	1
ADR	1	3	2	2
AT	1	1	1	1
AO	1	1	1	1
AQ	1	1	1	1
AC	1	2	4	3
AB	3	3	3	2
AE	1	2	2	2
AM	2	3	3	1
PR	1	1	3	3
AG	1	2	1	2
TD	2	4	4	3
AK	3	3	3	3
PH	1	2	2	3
PT	1	1	2	1
AX	1	1	1	1
GROUP X				
HM	2	2	2	1
GROUP XI				
DT	3	4	3	2
GROUP XII				
SD	4	4	3	3

QUIZ AWEIGH ANSWERS

(Quiz Aweigh may be found on page 47.)

1. (a) General Quarters.
2. (c) Forward and up on the starboard side, down and aft on the port side.
3. (b) Twice.
4. (c) Six times.
5. (a) Shout, "Man overboard, starboard (port) side," and at the same time try to throw a lifebuoy or lifejacket near him.

Latest List of Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

Two for the Seesaw (2154) (WS): Comedy Drama; Robert Mitchum, Shirley MacLaine.

East of Kilimanjaro (2155) (C) (WS): Adventure Drama; Marshall Thompson, Gaby Andre.

Stagecoach to Dancers' Rock (2156): Western; Warren Stevens, Jody Lawrence.

What Ever Happened to Baby Jane? (2157): Drama; Bette Davis, Joan Crawford.

The Day Mars Invaded Earth (2158) (WS): Adventure Drama; Kent Taylor, Marie Windsor.

Gay Purr-EE (2159) (C): Full-length Cartoon; Voices by Judy Garland, Robert Goulet.

Bloodlust (2160): Melodrama; Wilton Graff, June Kenny.

Stakeout (2161): Suspense Drama; Bing Russell, Bill Hale.

Billy Budd (2162) (WS): Adventure Drama; Robert Ryan, Peter Ustinov.

The Lion (2163) (C) (WS): Drama; William Holden, Capucine.

Swordsman of Siena (2164) (C) (WS): Adventure Drama; Stewart Granger, Sylvia Koscina.

Phantom Planet (2165): Science Fiction; Dean Fredericks, Colleen Gray.

Meet Me After the Show (2166): Musical Comedy; Betty Grable, MacDonald Carey. (Re-Issue).

I'll Never Forget You (2167): Melodrama; Tyrone Power, Ann Blyth. (Re-Issue.)

The Gambler From Natchez (2168): Western; Dale Robertson, Debra Paget. (Re-Issue.)

Half Angel (2169): Comedy; Loretta Young, Joseph Cotten. (Re-Issue.)

Billy Rose's Jumbo (2170) (C) (WS): Musical Comedy; Doris Day, Stephen Boyd.

Seven Seas To Calais (2171) (C) (WS): Adventure Drama; Antony Dawson, Irene Worth.

Mr. Jim, American Soldier and Gentleman (2172): Drama; John Kitzmiller, Eveline Wohlfeiler.

Girls, Girls, Girls (2173 (C): Musical Comedy; Elvis Presley, Stella Stevens.

That Wonderful Urge (2174): Drama; Tyrone Power, Gene Tierney. (Re-Issue.)

The Damned Don't Cry (2175): Drama; Joan Crawford, David Brain. (Re-Issue.)

Tea For Two (2176): Musical; Doris Day, Gordon MacRae. (Re-Issue.)

The Black Arrow (2177): Adventure Drama; Louis Hayward, Janet Blair. (Re-Issue.)

Who's Got the Action (2178) (C) (WS): Comedy; Dean Martin, Lana Turner.

Marco Polo (2179) (C) (WS): Melodrama; Rory Calhoun, Yoko Tani.

Period of Adjustment (2180): Comedy; Tony Franciosa, Jane Fonda.

Kill or Cure (2181): Comedy; Terry Thomas, Eric Sykes.

Born Yesterday (2182): Comedy; Judy Holliday, Broderick Crawford. (Re-Issue.)

The Dark Past (2183): Suspense Drama; William Holden, Nina Foch. (Re-Issue.)

Inferno (2184): Melodrama; Robert Ryan, Rhonda Flemming. (Re-Issue.)

Carson City (2185): Western; Randolph Scott. (Re-Issue.)

Counterinsurgency Training Helpful for Career Officers

Increased emphasis has been placed on counterinsurgency training in the career development of officers, particularly those being considered for selection to the rank of lieutenant commander and above.

It follows, then, that any officer who has this type training should have it recorded in his service record.

Commanding officers of activities which provide formalized counterinsurgency training for eight clock hours or more are requested in BuPers Inst. 1520.90 to submit a completion course letter report on each of their trainees to the Chief of Naval Personnel (Attn: Pers-E221).

How Did You Do on Those Last Exams?

For Navymen who are interested in what happened the last time around as an indication of what may happen this year, here are the actual numbers and percentages of Navymen by rating and pay grade who passed the examination held in August 1962 and the numbers who were included in the quota for advancement to each rate on a Navy-wide basis.

Service ratings which are not listed below are included and computed with the corresponding general ratings for available quotas.

This gives an idea of your chances.

	Pay Grade E-4			Pay Grade E-5			Pay Grade E-6		
	No. Who Passed	% Passing	No. Advanced	No. Who Passed	% Passing	No. Advanced	No. Who Passed	% Passing	No. Advanced
Group I									
BM	1898	61	794	961	47	535	554	40	384
QM	618	80	618	369	75	369	110	42	110
SM	430	75	430	284	50	284	165	47	165
RD	1284	81	1284	555	47	555	197	45	197
SO	—	—	—	—	—	—	112	42	112
SOA	56	80	56	37	74	37	—	—	—
SOG	505	81	505	428	72	428	—	—	—
SOS	64	79	64	64	70	64	—	—	—
Group II									
TM	359	81	359	349	72	349	178	47	124
GMG	827	64	627	452	46	285	279	37	128
GMM	27	61	27	26	72	26	38	39	10
GMT	142	85	142	113	70	113	29	44	29
FTG	593	60	593	440	72	440	77	42	77
FTM	107	66	107	82	73	82	51	50	51
MT	227	77	227	116	56	116	26	38	26
MN	46	59	22	48	48	5	64	42	9
Group III									
ET	—	—	—	—	—	—	219	42	219
ETN	666	60	666	598	73	598	—	—	—
ETR	783	64	783	480	71	480	—	—	—
DS	2	100	2	10	63	10	3	50	3
Group IV									
IM	64	60	23	33	56	11	15	39	3
QM	23	74	23	25	48	17	10	42	10
Group V									
RM	1880	81	1880	1242	73	1242	378	42	378
CTA	71	79	71	54	51	54	25	43	25
CTI	14	78	14	34	52	34	18	45	18
CTM	64	76	64	60	51	60	16	44	16
CTO	80	75	80	42	51	42	31	42	31
CTR	127	77	127	117	53	117	65	45	65
CTT	83	79	83	45	49	45	31	45	31
YN	1159	63	1159	971	52	510	400	43	206
PN	705	64	552	416	50	215	292	44	90
MA	156	66	156	101	52	101	34	43	34
SK	945	62	778	621	49	343	448	41	148
DK	200	62	152	161	48	64	151	47	40
CS	694	63	694	1087	52	363	614	39	209
SH	—	—	—	—	—	—	339	42	71
SHB	146	60	59	130	47	25	—	—	—
SHC	11	48	4	21	53	4	—	—	—
SHL	402	65	158	352	56	64	—	—	—
SHS	38	63	14	32	49	6	—	—	—
SHT	11	65	4	15	45	3	—	—	—
JO	111	65	74	30	48	30	16	43	16
PC	293	65	111	116	50	17	47	42	3
Group VI									
LI	103	62	40	36	55	5	28	47	5
DM	117	59	81	43	52	43	16	42	16
MU	107	63	107	94	54	82	32	41	20

(Continued on Next Page)

Table Shows Percentages That Advanced

	Pay Grade E-4			Pay Grade E-5			Pay Grade E-6		
	No. Who Passed	% Passing	No. Advanced	No. Who Passed	% Passing	No. Advanced	No. Who Passed	% Passing	No. Advanced
Group VII									
MM	2496	80	2496	1100	53	1100	501	45	501
EN	1314	62	974	946	51	445	692	45	258
MR	482	80	202	204	51	142	66	40	48
BT	1496	66	1496	773	49	633	328	42	244
BR	—	—	—	—	—	—	6	11	6
EM	1596	80	1596	838	49	838	334	41	334
IC	735	60	501	367	51	305	162	43	162
SF	—	—	—	—	—	—	348	41	275
SFM	479	80	479	276	51	276	—	—	—
SFP	400	76	400	294	50	294	—	—	—
DC	251	58	251	189	49	97	222	42	66
PM	43	61	43	13	46	13	5	42	5
ML	26	62	10	18	50	3	8	36	4
Group VIII									
EA	—	—	—	—	—	—	5	38	5
EAD	12	63	8	4	50	4	—	—	—
EAS	28	62	8	4	40	4	—	—	—
CE	—	—	—	—	—	—	34	47	24
CEP	22	63	22	14	52	14	—	—	—
CES	3	50	3	8	50	8	—	—	—
CET	12	63	12	8	62	8	—	—	—
CEW	48	62	48	28	53	28	—	—	—
EO	—	—	—	—	—	—	109	37	26
EOH	46	60	41	70	47	21	—	—	—
EON	61	61	15	109	51	5	—	—	—
CM	—	—	—	—	—	—	65	43	17
CMA	60	63	46	64	52	16	—	—	—
CMH	37	60	29	27	50	16	—	—	—
BU	—	—	—	—	—	—	43	43	22
BUH	12	67	12	15	71	15	—	—	—
BUL	115	64	115	62	55	34	—	—	—
BUR	49	60	49	23	48	23	—	—	—
SW	—	—	—	—	—	—	24	38	6
SWE	22	59	22	13	50	13	—	—	—
SWF	26	62	26	10	45	10	—	—	—
UT	—	—	—	—	—	—	46	41	8
UTA	6	55	6	10	43	4	—	—	—
UTB	4	67	4	6	50	3	—	—	—
UTP	27	57	27	43	51	18	—	—	—
UTW	7	54	7	6	50	2	—	—	—
Group IX									
ADJ	930	62	930	432	46	301	247	44	247
ADR	765	57	588	892	51	305	477	39	202
AT	—	—	—	1092	73	1092	393	42	393
ATN	612	76	612	—	—	—	—	—	—
ATR	331	74	331	—	—	—	—	—	—
ATS	175	73	175	—	—	—	—	—	—
ATW	81	77	81	—	—	—	—	—	—
AO	516	79	516	332	48	283	209	42	159
AQ	—	—	—	149	69	149	43	45	43
AQB	91	82	91	—	—	—	—	—	—
AQF	144	75	144	—	—	—	—	—	—
AC	181	72	181	180	51	86	145	42	25
ABE	288	64	101	115	51	35	63	43	16
ABF	318	67	115	64	49	16	53	46	10
ABH	429	66	158	89	51	62	59	42	6
AE	610	62	610	612	47	419	252	41	98
AME	167	58	65	180	75	180	29	41	10
AMH	380	63	149	406	53	319	198	47	155
AMS	785	59	714	486	48	210	194	41	42
PR	115	78	115	70	49	70	71	41	28

(Continued on Next Page)

Internal Revenue Service Wants You to Pay No More Taxes Than Legally Needed

If you read the Internal Revenue Service literature, you will receive several assurances that the government wants you to pay only as much tax as you are legally supposed to pay—no more, no less.

Last month's ALL HANDS (page 50) reported the latest changes in tax regulations which might affect you in reporting your income taxes. Chances are that some of you have still not filed—so here are some pointers to remember concerning your Navy pay; what is exempt, what is deductible, and what need not be reported.

Which brings up this point—when you file your return, don't get overambitious and report items of your Navy pay which are not considered gross income.

Navy Income That Need Not Be Reported

The following items do not fall into the gross income category and therefore need not be reported:

- Basic allowance for quarters, including cash difference for inadequate quarters, heat and light furnished in kind.
- Basic allowance for subsistence.
- Cost to government for transportation of dependents and household goods.
- Rations furnished in kind to enlisted men.
- Uniform gratuity or clothing allowance for officers and enlisted personnel.
- Retired pay of persons retired before 1 Oct 1949 for physical disability resulting from active service and who are receiving pay under laws in effect before 1 Oct 1949.
- Disability severance pay and disability retired pay computed on percentage of disability, received for separation or retirement after 30 Sep 1949 under the Career Compensation Act of 1949.
- Uniforms furnished in kind to enlisted men.
- Death gratuities.
- Personal money allowances received by Fleet admirals, admirals and vice admirals.
- Money received by naval attaches for entertaining and exceptional purposes, if expended solely

in connection with official duties.

- Mustering-out pay.
- State bonus payments for services rendered to the United States.
- Amounts paid to, or on behalf of, veterans under the World War II and Korean GI Bills.

Now that you know some of the items not to include in your gross income figure, you can concentrate on getting your adjusted gross income figure. This is just another way of saying your deductible items should be subtracted from your gross income before you figure out what your tax will be.

The deductible items which most of the population share are listed in the instructions which come with your form 1040.

Here are a few reminders, however, of deductions which particularly apply to Navymen and which may not readily come to mind when you sit down with pen in hand.

Deductible Items

- Mess bills afloat—A member with or without dependents who is assigned permanent duty afloat, may deduct the amount of mess bills which he pays in cash for any period during which his ship is away from its home port for longer than an ordinary work day. The same principle applies to air personnel away from a squadron's home base.
- Travel expense—The excess expenses may be deducted if you are traveling on TAD in a mileage or per diem status. Form 2106 may be used for this purpose.
- Transportation expenses may be deducted by Reserve personnel. See February 1963 issue, page 50.
- Expenses attributable to rent and royalties are deductible.
- Losses from sale or exchange of business property are deductible.

The foregoing items are deductible from gross income on page one of the long form (Form 1040).

- Miscellaneous itemized deductions such as uniform items not a part of the uniform itself (insignia of rank, corps, etc.); amount of reenlistment bonus refunded by reason of termination of enlistment; alimony payments, if included in your former wife's gross income; dues to professional societies; etc.

Needless to say, your itemized deductions must be listed in the space provided on page 2 of the long form (Form 1040) which must be used if your taxable income is $10,000 or more or if you wish to itemize deductions.

If your adjusted gross income is less than $10,000 you may, if you wish, use Form 1040A which is the essence of simplicity.

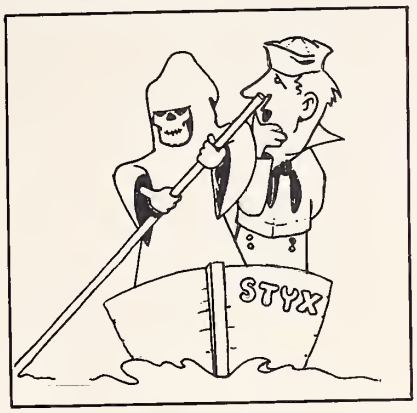
An automatic deduction is given in the tax tables supplied by the Internal Revenue Service. If your only deductions are personal, it may pay you to use this form.

In addition to your Federal Income Tax, you may have obligations to your city or county. The chances are fairly good that you will have some kind of tax obligation to your home state if it imposes an income tax and does not exempt service pay.

The Soldiers' and Sailors' Civil Relief Act protects you from taxation in a state where you are serving if it is not your home state, and you are liable only to income taxation by your home state where you maintain legal residence and vote.

In the February 1963 ALL HANDS (page 51) you will find information on income which the states and possessions of the United States consider taxable, your exemptions and credits, the date taxes are due, where to mail your return and exclusions and deferments (if any) for the military.

All-Navy Cartoon Contest
S. R. Moore, JO2, USN



"Are you sure this is the last liberty boat?"

Too Much Waistline Means Hard Times In the Future

The Navy has always been interested in having Navymen look trim and has inaugurated a physical fitness program to keep them that way.

For those who are excessively fat despite the physical fitness program, SecNav Inst. 6100.3 warns that obesity, in addition to spoiling your looks, is an abnormal state of health and is liable to increase your susceptibility to heart and circulatory difficulties, especially in middle age.

Commanding officers are instructed to keep an eye open during personnel inspections for Navymen who are too chubby in proportion to their height, and have them report for physical examination.

If the physical examination indicates obesity is due to an underlying disease process, the fat Navyman is to be admitted to the sick list.

If his physical condition permits, he will be put on a weight-reducing diet and given a physical exercise schedule and realistic weight reduction goals.

Those who don't get into shape (or at least conform to the goals set) will have their failure noted on fitness reports or evaluation sheets.

Passing & Advancing Percentages

	Pay Grade E-4			Pay Grade E-5			Pay Grade E-6		
	No. Who Passed	% Passing	No. Advanced	No. Who Passed	% Passing	No. Advanced	No. Who Passed	% Passing	No. Advanced
AG	166	64	166	139	49	107	50	37	50
TD	153	63	92	110	50	16	109	40	16
AK	454	64	182	267	54	75	185	42	37
PH	228	67	228	159	52	110	125	44	25
PT	28	82	28	23	52	23	15	38	8
Group X									
HM	2314	64	1017	1032	47	516	695	47	303
Group XI									
DTG	292	58	102	157	55	61	64	38	24
DTP	28	78	28	46	46	19	42	41	6
DTR	—	—	—	1	100	1	6	33	1
Group XII									
SD	2424	60	129	875	46	156	535	49	155

New Leadership Manual Has Been Distributed to Fleet

For about four years naval officers, chiefs and other petty officers have increasingly concerned themselves with the elements of leadership. Not unnaturally, a lot of directives have been published on the subject.

Navymen who have become a little irked at plowing through many sources for leadership guidance will be happy to learn that the *U. S. Navy Leadership Manual* (NavPers 15934) has been published to provide a handy compilation of leadership material and discussion outlines which have hitherto been published separately. Some have been revised.

You can get a pretty good idea of the manual's contents from the chapter titles:

Leadership: Why and How.

Balanced Efforts in Command Leadership.

Five Steps to Effective Naval Leadership.

Checks for Personal Leadership.

How to Conduct a Leadership Discussion.

Standard Naval Leadership Discussion Outlines.

Use of Case and Non-Case Study Films.

The U. S. Code of Conduct.

There are also three appendices entitled Indicia of Naval Leadership, Publications, and Films.

The preface of the manual expresses the hope that the consolidation of material produced in the past will result in the development of new ideas and techniques in the future.

Automatic distribution of the manual has been made to all ships and stations. Additional copies can be obtained from the Naval Supply Centers at Norfolk, Va., or Oakland, Calif.

Antarctic Seabees Earn NUC

Mobile Construction Battalion One (MCB1) has been awarded the Navy Unit Commendation in recognition of its work in Antarctica between April 1961 and March 1962.

Besides installing the PM-3A nuclear reactor at McMurdo Station, the 14 officers and 320 men of MCB-1 also supported the U. S. Antarctic research programs at Hallett and South Pole Stations and constructed an under-the-snow camp at New Byrd Station where 30 scientists and Navy personnel spend the Antarctic winter.

Since finishing their work in Antarctica, the men of MCB1 have moved on to the Naval Air Station at Rota, Spain.

Under Secretary of the Navy Paul B. Fay, Jr., made the award at Rota in January.

Navymen on TAD Orders To Overseas Locations Are Asked to Hold Down Spending

One of the first Navywide directives this year, BuPers Notice 4600 (issued on 3 Jan 1963), reminds COs a concentrated effort must still be made to reduce the outflow of U. S. dollars in connection with the U. S. balance of payments deficit (ALL HANDS, May 1961 and January 1963).

The U. S. balance of international payments is what's left in the Treasury at the end of a fixed period after all dollars have entered or left the country.

A balance of payments deficit can develop when the flow of dollars abroad creates a drain on our gold reserves.

If you're stationed in Europe, for example, the money you pay for merchandise to local businessmen is eventually combined with other dollar receipts in that country, and then exchanged for the gold we use to back up our currency.

Under law, the U. S. is authorized to sell a portion of its gold to foreign banks or governments in exchange for dollars. Foreign requests for dollar-for-gold exchanges may increase when a U. S. balance of payments deficit is of sufficient size to put dollars in a state of plenty abroad.

When this happens, there is not only a heavy run on our gold reserves, but the value of the U. S. dollar could be placed in a state of distrust.

U. S. economists envisioned just such a situation late in 1960. The heavy spending of American dollars by U. S. citizens overseas had created a drain on our gold reserves.

Two years ago all U. S. government workers and dependents living overseas were requested to cut personal expenditures.

Late last year the situation was reviewed in certain areas in Europe. It was found there are significant individual expenditures by persons visiting overseas. Or, as far as the Navy is concerned, by men on temporary additional duty to overseas areas.

As a result, all naval activities issuing TAD orders to overseas areas have been instructed to make sure the travel is necessary, consistent with official mission requirements.

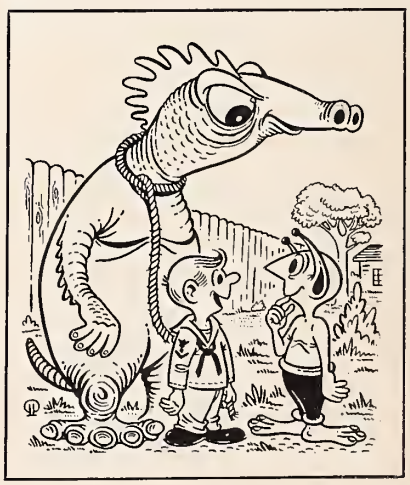
And, those who do go TAD are being requested to hold their personal expenditures to a minimum.

Spacers



"Today is my friend's birthday, and he's seven light-years old."

Spacers



"Let's give it to my Mom, and when my Dad comes home, he'll quit saying to her, 'What's new?' "

More Than 68,000 Navymen Are Now Earning Proficiency Pay

NEARLY 4500 MORE NAVYMEN are either getting more proficiency pay or receiving it for the first time as a result of some changes in pro pay regulations which went into effect 1 January.

More than half of them (2436, to be exact) are men in critical ratings who passed the P-2 test in May 1962, but were "quotaed" out of the $60 per month payments because their scores were lower than the cutoffs set at that time.

Another group of slightly more than 2000 men became eligible for $60 more on their paychecks when 50 more Navy Enlisted Classifications (NECs) were added to the "programed P-2" critical list. However, since Defense Department regulations require that a man must have been drawing P-1 pay at least three months before he can draw P-2 pay, a small percentage of these men, who had been getting no pro pay at all, started drawing $30 P-1 pay on the first day of this year. They will become eligible for the P-2 payments on 1 April.

Proficiency pay is awarded to Navymen in a variety of forms.

Programed P-2 goes automatically to critical skill NECs who are recommended by their CO. No examination is involved. As of 1 Nov 1962 some 2838 Navymen were drawing programed P-2 pay—thus the additional NECs added to the list as of 1 January have very nearly doubled that figure.

In addition, another 4853 critical skill Navymen were drawing P-2 pay as of 1 Nov 1962 as a result of passing the P-2 exam in May 1962. Addition of the 2436 men who had missed the cutting score then, but who were added to the list as of 1 January makes a total of nearly 7300 men now drawing P-2 pay as a result of examination.

P-1 pay, meanwhile, was being paid to slightly more than 56,000 Navymen as of 1 Nov 1962. Of that figure, approximately 49,000 were critical skill men who were awarded P-1 payments automatically upon recommendation of their CO. They are, of course, also eligible to compete via examination for P-2 pay. The remainder (between 6500 and 7000 men) come from the 45 ratings classed as outstanding effectiveness skills. They are eligible to compete via examination for P-1 pay only.

Here Are the Figures

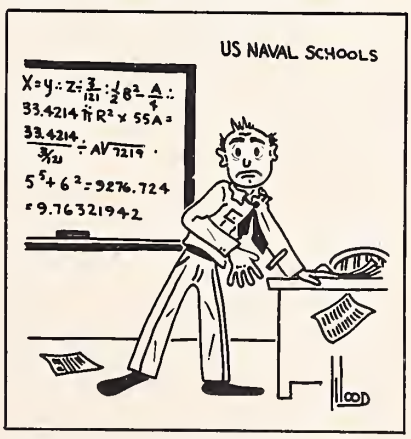
Type of Pro-Pay	*Number*
Programed P-2	4838
P-2 (By Examination)	7289
Critical Skill P-1	49200
Outstanding Effectiveness P-1	6800
Total	68,127

The new lists, which became effective as of 1 Jan 1963:

Critical Skills
(Awarded automatic P-1, and eligible to take exam for P-2.)

Ratings	*NECs*	*NECs*	*NECs*
ADJ	SO-0423	FT-1166	DS-1634
AE	TM-0771	FT-1167	DS-1635
AG	GM-0986	FT-1172	All 3300
AT	GM-0987	FT-1174	series
AQ	GM-0988	FT-1174	3511
AX	GM-0989	FT-1182	BT-4516
BR	GM-0998	FT-1183	SF-4915
CE	FT-1113	FT-1184	SF-4945
CT	FT-1114	FT-1185	SF-4946
DS	FT-1115	FT-1186	AT-6617
EM	FT-1116	MT-1313	AE-7131
ET	FT-1118	MT-1314	AE-7137
FT	FT-1119	MT-1315	HM-8407
GMT	FT-1121	MT-1316	8213
IC	FT-1155	ET-1513	8309
MM	FT-1157	DS-1615	8319
MR	FT-1158	DS-1616	8324
MT	FT-1159	DS-1617	9505
PH	FT-1161	DS-1618	9592
RD	FT-1162	DS-1619	9901*
RM	FT-1163	DS-1631	9931
SO	FT-1164	DS-1632	
	FT-1165	DS-1633	

All-Navy Cartoon Contest
Howard P. Wood, Jr., CMA2, USNR



"Would you mind going through that again, Chief?"

* Note: Only those NEC 9901s who have sotisfoctorily completed Basic Nuclear Power Course and who will continue in the Operational Nuclear Power Troining Phase.

Outstanding Effectiveness Skills
(Eligible to take exam for P-1 only.)

Ratings	CM	LI	SF
AB	CS	MA	SH
AC	DC	ML	SK
AD**	DK	MN	SM
ADR	DM	MU	SW
AK	DT	OM	TD
AM	EA	PC	TM
AO	EN	PM	UT
BM	EO	PN	YN
BT	GM	PR	Recruiters
BU	HM	PT	
	IM	QM	
	JO	SD	

** Note: Generol roting of pay grade E-8/E-9 level.

Programed P-2
(Awarded automatically upon recommendation of CO.)

NEC's	FT-1165	DS-1631	3351
SO-0423	FT-1166	DS-1632	3352
GM-0986	FT-1167	DS-1633	3353
GM-0987	FT-1172	DS-1634	3354
GM-0988	FT-1173	DS-1635	3355
GM-0998	FT-1174	3306	3356
FT-1113	FT-1182	3307	3371
FT 1114	FT-1183	3308	3372
FT-1115	FT-1184	3313	3381
FT-1116	FT-1185	3314	3383
FT-1118	FT-1186	3315	3384
FT-1119	MT-1313	3316	3385
FT-1121	MT-1314	3317	3386
FT-1155	MT-1315	3318	3387
FT-1157	MT-1316	3321	3511
FT-1158	ET-1513	3322	AT-6617
FT-1159	DS-1615	3323	AE-7131
FT-1161	DS-1616	3331	AE-7137
FT-1162	DS-1617	3337	8309
FT-1163	DS-1618	3338	8319
FT-1164	DS-1619	3339	8324

Locker Club for Pearl

Last December, a Navy admiral snipped the wire which held together the orchids of a Hawaiian lei, thus opening the facilities of a locker club at the Pearl Harbor Naval Station where about 1500 Navymen can rent a locker, shower, shave, send and receive laundry and dry-cleaning and obtain personal necessities from a retail store located there. A locker costs the modest sum of $2.00 per month plus a $2.00 deposit on the key.

The new club will be exclusively for the use of ship-based sailors at Pearl who have heretofore used downtown locker clubs when they wore civilian clothes while on liberty.

Norfolk ASW Tactical School Provides Officer Training

HAVE YOU BEEN AWAY from ASW for a long time? Do you lack a thorough understanding of the team concept in ASW? Are you reporting to an ASW staff job without a full appreciation of that staff's function in coordinating the efforts of the various members of the ASW team?

If so, then a quick, and relatively painless way to solve your problem and bring you up to date on the latest coordinated tactics, is to attend one of the series of courses offered by the U. S. Atlantic Fleet ASW Tactical School.

Formal training of individuals and antisubmarine units in all aspects of coordinated, intertype ASW tactics and techniques, assistance in the evaluation of current coordinated ASW tactics and development of new tactics is the mission of the ASW Tactical School.

To perform this mission the school has a staff of 15 officers who report directly to the school from operating units of the Fleet. All of the officers teach and are equally divided in background between submarines, aircraft and surface ships.

The ASW Tactical School is somewhat unique in that it is the only U. S. Navy school on the east coast where officers of varying background (that is, air, surface and subsurface) are trained together in the field of ASW. Much of the benefit from the courses is derived from an informal exchange of ideas and experiences among the students.

Three formal courses for naval officers are conducted every quarter, each 10 working days in length. The senior course is designed for flag officers and captains who occupy such billets as HUK group commander, Fleet airwing commander, destroyer and submarine squadron and division commanders. The next level of instruction is for commanding and executive officers of ships, submarines and aircraft squadrons. The junior course caters to operations, ASW and other junior officers of destroyers, submarines and aircraft squadrons.

A unit course is conducted each quarter for a hunter killer group. This course is designed specifically as a "pre-sail" indoctrination for the units in a task group. It consists of a limited number of lecture periods, followed by extensive training in the ASW Tactical Trainer under simulated operational conditions. The Trainer problems are often rerun at sea with members of the Tactical School staff acting as observers.

In addition to the regularly scheduled courses, upon request the school offers instruction in coordinated tactics to smaller groups such as Fleet airborne electronics training unit students, CVS CIC Teams, air ASW units, destroyers and submarines. As a collateral function the tactical school provides facilities and assistance for "pre-sail" indoctrination of forces as well as for critiques and "wash ups" at end of periods at sea.

Throughout all courses of instruction, an approach to ASW tactics is stressed, which requires:

- Knowing the enemy—his capabilities and limitations, how he thinks, and how he may act.
- Knowing yourself—your own capabilities and limitations.
- Understanding the environment in which you are going to fight.

These are viewed as basic factors in selecting and employing tactics to defeat the modern submarine.

Each course is opened with a series of lectures intended to establish a common meeting ground for the aviators, submariners and surface officers making up the class. Student participation in the discussions associated with each lecture is encouraged, and results in a free exchange of ideas and information within the class. Students are next presented a series of short tactical problems (snap tactics) which emphasize the objective of the school, which is to teach decision-making.

During the second week the students are divided into syndicates and are asked to solve several large-scale problems which may involve convoy escort, defense of an amphibious operation, defense of the strike fleet and

WAY BACK WHEN

Antarctic Landmarks

No set pattern has been followed in naming the geographic features of the Antarctic. Since the icy south polar shores were sighted in 1820, explorers have named the mountains, glaciers, coasts, bays, and other landmarks they discovered, after obvious or appropriate peculiarities (for example, Blow Me Down Bluff), or in honor of prominent persons.

Norwegian expeditions during the early 1900's honored royalty by fixing to landmarks such names as Prince Harald Coast, Prince Olav Coast, Princess Astrid Coast, Princess Ragnhild and Princess Martha Coasts, and Queen Maud Land. Similarly, German explorers used Wilhelm II Coast, and England provided the names Victoria Land, Edward VIII Bay, and Queen Mary Coast.

Antarctic landmarks named by U. S. explorers include Mount Andrew Jackson (who authorized an expedition in 1838) and John Quincy Adams Glacier.

Roosevelt Island was named for FDR, president when Rear Admiral Richard E. Byrd led an expedition. Other American landmarks include Marie Byrd Land, the Pulitzer Mountains and Rockefeller Plateau.

The names of men like Scott, Amundsen, Shackleton, Wilkes, Ross and Byrd, all of whom made contributions towards the taming of the frigid iceland, may be found on any map of the Antarctic.

Other Antarctic sites: Exasperation Inlet (the disturbed nature of the ice made it difficult for sledging parties); Inexpressible Island (one party spent an unpleasant winter of 1910 there on half rations); and Dismal Inlet (extremely desolate and gloomy).

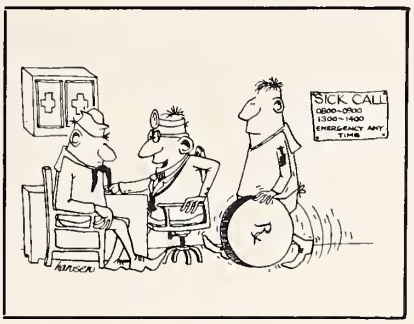
More: Disappointment Cape, Hell Gates, Backstairs Passage Glacier, Whistling Bay, Sighing Peak, Dynamite Islet, and Neck or Northing Passage.



defense of the east coast against ballistic missile-firing submarines. One syndicate frequently acts as the submarine opposition and devotes its entire time to structuring enemy plans and tactics.

Training of a more specialized nature is accomplished in the ASW tactical trainer. The purpose of the trainer is to provide instruction and practice in coordinated ASW tactics for command and control personnel from air, surface and subsurface units. Among its many benefits are those of economy of time and operating funds. ASW units and staffs brought together for the first time can iron out many of the communication and procedure difficulties normally encountered during the first few days of an exercise. Thereafter, when the forces go to sea, there is greater understanding and coordination. More effective ASW operations inevitably result. A further benefit derived from the trainer is the indoctrination of staff personnel in the handling of emergency situations such as Sub-Miss/SubSunk, SAR, etc.

All-Navy Cartoon Contest
Peter A. Hansen, EN2, USN



"Do you have any difficulty swallowing pills?"

Complementing all phases of instruction presented at the school is the ASW tactical library. This library is one of the most complete sources of information pertaining to antisubmarine warfare in existence. Its facilities are not only available to the students of the school but to all personnel working in the field of antisubmarine warfare.

Officers who have a need for information concerning the conduct of coordinated ASW operations, or who are looking for team training in coordinated ASW tactics or for access to one of the most complete libraries on the subject of ASW in the world, can look to the U. S. Atlantic Fleet ASW Tactical School for help.

Three More DDs Frammed

The last three destroyers of a group of 24 selected for the Navy's FRAM program during fiscal 1963 have been assigned to shipyards. The three, built more than 15 years ago, are USS *Brownson* (DD 869), USS *Rowan* (DD 782), and USS *Gurke* (DD 783).

Brownson and *Rowan* will go to the Philadelphia Naval Shipyard, and *Gurke* will go to Puget Sound. Besides hull repair and replacement of worn machinery parts, the ships will receive long-range sonar, an antisubmarine rocket launcher, torpedo launchers, and drone ASW helicopter (DASH) platforms.

Ten Thousand Graduate Annually from San Diego's ASW School

Every year, about 4000 U. S. officers and 6000 enlisted men, in addition to trainees from foreign navies, graduate from courses given by the Fleet Antisubmarine Warfare School at San Diego, Calif.

The school, which is under the jurisdiction of the Pacific Fleet Training Command, runs its students through more than 80 courses, covering the realm of antisubmarine warfare from basic instruction on sonar detection equipment to large-scale antisubmarine tactical command courses. Courses range from three weeks to several months.

The school gets the job done with modern equipment such as the Action Speed Tactical Trainer, an electronic gadget which simulates the movements of surface ships in convoy, rotary-wing aircraft and submarines, moving at action speed over a 10,000-square-mile area. This, of course, is in addition to other trainers and mock-ups.

Each month a skull session is held, during which air, surface, and submarine officers are brought together to exchange experiences and ideas in detection, classification and destruction of enemy submarines.

The ASW school is the product of needs and experience which go back as far as the late 1930s, when Pacific Fleet ships attempted to formulate a doctrine for the use of sonar equipment.

Later, many destroyers were equipped with echo-ranging equipment. At the same time, ultrasonic screening, search and attack doctrines and submarine evasive tactics were developed.

This, of course, created a need for trained men, and a school within a destroyer division was set up. However, its operations were confined to elementary instruction in sound equipment operation.

The first permanent sonar school at the San Diego Destroyer Base was established in June 1939. It graduated a 70-man class after a seven-week basic course.

Six months later, a radio and sound material course was added to the school's curriculum.

The threat of war early in 1941 prompted the Chief of Naval Operations to establish a foundation for a school that would train sound operators, maintenance men, sound officers, executive officers and commanding officers for newly constructed Pacific Fleet ships.

By the time the Japanese attacked Pearl Harbor, the school at San Diego was turning out 75 enlisted operators and 15 officers to the Pacific Fleet every five weeks.

Sixteen classes had graduated by the end of the year, totaling 800 enlisted operators and 150 officers, plus about 130 selected radiomen who took an eight-week maintenance course.

Like nearly everything else during World War II, the school expanded. Its training facilities grew to speed up personnel assignments.

Unlike many installations which boomed during wartime and closed soon after VJ Day, the school didn't get the ax. Instead, it moved into a modern training building in 1957, which it still occupies while retaining the use of some of its World War II buildings.

Now, as ever, it supplies the Pacific Fleet with men trained to cope with the possibility of attack from under the sea.

Roundup of Correspondence Courses Available to Officers

HERE IS A CHECKLIST for officer correspondence courses together with their NavPers number and the number of assignments in each.

Correspondence courses are not obligatory for officers on active duty; however, their satisfactory completion is made a matter of record for the use of selection boards and others concerned.

Officers, except those in the Medical and Dental Corps, can order correspondence courses on Form NavPers 992 via official channels to the Naval Correspondence Course Center, Scotia 2, N. Y.

Medical and dental officers use the same form but make their requests to the U. S. Naval Medical School or the U. S. Naval Dental School (Code 5), National Naval Medical Center, Bethesda 14, Md.

Naval Reserve officers on inactive duty may earn credit for promotion and nondisability retirement through completion of certain Officer Correspondence Courses. USNR retirement and promotion points are creditable only to those eligible to receive them under current directives.

Officers on inactive duty residing in a foreign country are not ordinarily eligible for classified courses.

Course Title	NavPers Number	Assignments
Aircraft Electrical Systems	10757-1	5
Airfield Pavements	10751-1	4
Air Navigation, Part I	10959-2	6
Air Navigation, Part II	10960-1	8
Airplane Power Plants	10961-A2	8
**Antisubmarine Officer	10405	10
*Aviation Operations	10755-1	9
⚓		
Basic Mechanical Engineering	10748-2	4
Basic Structural Engineering	10749-1	3
BuShips Duty & Field Duty for Engineering Specialists	10939-A	8
⚓		
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DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 1—Announces acceptance by the Navy League of nominations for annual awards of merit to naval personnel.

Instructions

No. 1301.31B—Describes a plan for the distribution of unrestricted line officers based on the number of officers of each grade available for detailing.

No. 1301.35A—Announces tour lengths and assignment rotation policies relative to aviation officer personnel of the 13XX and aviation LDO designators.

No. 1321.4A—Describes the revised system for the preparation of orders issued to officers by the Chief of Naval Personnel.

No. 1520.90—Requires that appropriate information concerning counter-insurgency training is included in officers' records. (See article on p. 51.)

No. 1710.6 — Establishes procedures for fund-raising activities for the 1963 Pan American games and the 1964 Olympic games.

Notices

No. 4600 (3 January)—Encouraged a concentrated and continuing effort to reduce the outflow of dollars in connection with official visits overseas.

No. 1120 (9 January)—Announced the selection of personnel for training leading to appointment in the grade of ensign in the USN unrestricted line or staff corps and for temporary appointment in the grade of ensign or lieutenant (junior grade) for limited duty only.

No. 1440 (9 January)—Solicited volunteers in the mineman, electrician's mate and interior communications electrician ratings for training in the missile technician rating.

No. 1306 (16 January)—Announced the sea duty commencement cutoff dates which establish the eligibility of enlisted personnel for Seavey Segment 2-63.

No. 1710 (23 January)—Provided further information concerning the 1963 All-Navy and Interservice Sports championships.

No. 1531 (28 January)—Provided authority to nominate enlisted personnel to participate in the Navy-wide examination for assignment to the Naval Preparatory School as candidates for appointment to the Naval Academy.

Spacers



"We land on the moon and they arrest us for illegal entry."

New AGORs Named

The fourth and fifth in a new class of ships built from the keel up for oceanographic research will be named *Sands* (AGOR 6) and *Lynch* (AGOR 7), respectively. Authorized in the fiscal 1962 shipbuilding program, they are scheduled for launching about mid-1963.

Sands and *Lynch* will be 209 feet long, have 37½-foot beams, displace 1300 tons fully loaded, and have a top speed of about 13 knots. These AGORs will have accommodations for 24 officers and men and 15 scientists.

The research ships will be used to conduct studies, experiments and investigations, and to gather oceanic data for naval use.

Sands is the second ship to be named for RADM Benjamin F. Sands, USN, and his son, RADM James H. Sands, USN. The first was the destroyer USS *Sands* (DD 243) which served from 1920 to her decomissioning in October 1945. She earned nine battle stars and the Navy Unit Commendation for action in the Asiatic-Pacific theater.

RADM Benjamin Sands served in the Navy from 1828-1874. He engaged in coastal survey and hydrographic work until the Civil War, during which he commanded forces blockading Confederate ports. From 1867 to his retirement, he was in charge of the Naval Observatory.

RADM James Sands served from 1859-1907 and took part in the Civil and Spanish-American Wars. He also served in the Hydrographic Office and as Naval Academy Superintendent.

AGOR 7 is the first ship to be named for CAPT William F. Lynch, USN and CSN. He served in the U. S. Navy from 1819 to 1861, then resigned his commission and was appointed a captain in the Confederate States Navy where he commanded forces in Virgina, North Carolina, and Mississippi until his death.

Special Supplement —

REPORT ON



Admiral George W. Anderson, Jr., USN Chief of Naval Operations.

AS ADMIRAL GEORGE W. ANDERSON, JR., USN, *Chief of Naval Operations, entered the elevator in New York's Waldorf-Astoria Hotel, a couple of the other passengers were overheard talking.*

"Who's the speaker at this clambake tonight?" asked one of the men.

His friend replied, "Some guy named Anderson—I think he's a sailor from Brooklyn."

And, as ADM Anderson remarked to his audience, a university alumni group, later on in the evening, that was an apt description—for he is a seagoing sailor, born and raised in Brooklyn, with a real understanding of the men in the Fleet.

The remarks of the Chief of Naval Operations point up some interesting facts and figures about the Navy that a Navyman himself should know. And they reveal, once again, that CNO is a forceful speaker who knows how to turn a phrase whether speaking for or to a Navy audience.

Here are excerpts from the CNO's report that are of particular interest to ALL HANDS *readers.*

I ASSUME YOU WOULD LIKE to hear about our modern Navy. Our *Polaris* submarines, the performances of the Navy and Marine Corps astronauts, and the Cuban operation have kept Navy in the headlines lately—I presume you do keep up with the news—but in case you haven't been able to do so recently, perhaps a brief description of the Navy today would be helpful.

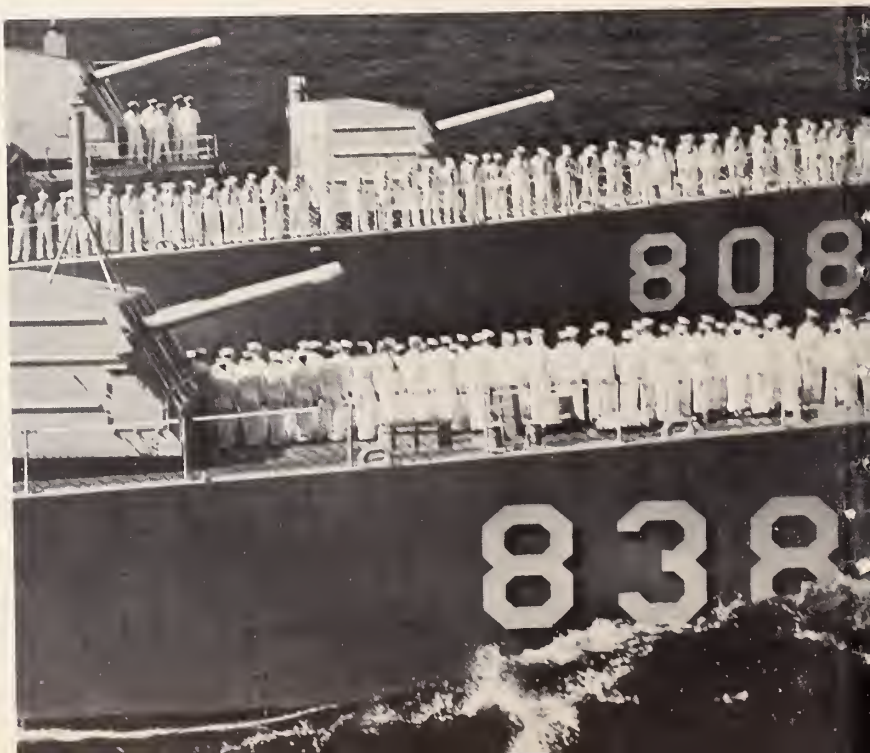
The Navy is, first, big. Not so big as during World War II, but big by any other standards. The Navy is diverse. We, like all of the services, must be prepared to win anything from a nuclear war to a diplomatic face-off, and our equipment must meet all of the possible needs. The Navy is, finally, the reflection of all of industrial, economic, and social America, drawing its men from every walk of life and every part of the country, and its material from virtually every industry, profession and business in the country.

The Navy has a total of over 1800 ships, of which 866 are in the active Fleet—nearly four million tons in active service.

Over 7000 operating aircraft are deployed with our fleets or operate independently. They provide striking power, air cover and surveillance, patrol, reconnaissance, antisubmarine strength, photography, search and rescue and many other useful functions. They play an essential role in our Fleet operations.

Of course, our ships come in all shapes and sizes, from the gigantic aircraft carrier *Enterprise*, with over 200,000 horsepower generated by her great nuclear power plant—to the fleet ballistic missile submarine, with more





THE NAVY FROM CNO

power in her 16 *Polaris* missiles than all the bombs dropped from aircraft by both sides—in all theaters of war—throughout all the years of World War II.

We have the new hydrofoil patrol craft, which will glide on the surface of the ocean at surprising speeds, and little YPs at the Naval Academy that are used to teach our young Midshipmen some of the finer points a naval officer must know about navigation, shiphandling and tactics.

We have over a hundred amphibious ships and nearly as many mine and patrol craft, as well as nearly 400 auxiliaries and small craft too numerous to mention.

BUT SHIPS DO NOT GO to sea without people and shore support. Because of these requirements the Navy has over 225 major installations in the United States, and 60 overseas, which provide the back-up support needed to keep our ships an effective fighting force.

These installations are valued at over 20 billion dollars. They range from air stations to ammo depots, from shipyards to training centers, some 41 different types of activities, each with a primary mission—support of our forces afloat. Our Fleets, in turn, enable us in peacetime to use the seas in our national interest, in wartime to deny this use to our enemies, and at all times to support the other services, our friends and our allies.

The most important part of the Navy is our people—some 2.1 million of us—the men and women on active Naval and Marine service, both Regular and Reserve, all of the military dependents, and the civilians employed throughout the world. It is indeed a staggering problem in personnel administration.

Over 860,000 are Navy and Marine Corps personnel on active duty. Over 900,000 are dependents and over 345,000 civilians are employed by the Navy.

Our size and some of our problems are camouflaged because we are spread out all over the world—from Antarctica to England—from the Persian Gulf to Japan.

Our Naval and Marine Reservists are an important group of people. We have over 90,000 Reservists on active duty in the Navy and Marine Corps, and some 665,000 who support the Navy cause—as civilians—in an inactive Reserve status. The strength and vitality of our Reserve has always been something we have been proud of, and it did not surprise the Navy that the Naval Reserve did so well in the Berlin build-up—we have come to expect it of them.

WHY DO WE NEED this kind of a Navy?

In our own history, we not only used the seas for commerce but they protected us from foreign interference while we were moving West, consolidating our 48 states, and taking advantage of the great industrial revolution. The great Atlantic and Pacific Oceans protected us whether we had a Navy or not.

Today's conditions are different, and some people have a tendency to conclude that the importance of the seas and of sea power is also different—that sea power has in some way become less important. Nothing could be farther from the truth. It is true that missiles and aircraft are not impeded by salt water, but what this really means is that the seas no longer protect us automatically. Today, unless we take positive steps to insure that we capitalize on the mobility, security, and flexibility which the sea offers, salt water will become a detriment and a threat to us, instead of an asset and a blessing.

Unless we preserve and maintain the freedom of the seas, we can expect a Salt Water Curtain to be drawn







around us, choking off the free exchange of ideas, goods, and raw material with our seafaring allies.

The Cuban quarantine dramatized many of the strengths and advantages of sea power. We saw the precise application of just the right amount of strength in support of the foreign policy of the United States. Imagine what the United States foreign policy might be without a strong Navy—toward Berlin, over 3000 salt water miles away—toward Vietnam, 9000 miles across the Pacific—or toward Cuba, just 90 miles away.

During the Cuban quarantine we used aircraft carriers, cruisers, landing craft, submarines, destroyers, and destroyer escorts, fast jet photo planes and fighters, and long-range patrol aircraft. We are very proud, as indeed we all should be, of the performance of our ships and squadrons. But we are also proud that simultaneously we were supporting foreign policy in the Far East, in the Middle East, in the Mediterranean, in the North Atlantic, and in Antarctica. Our great Fleets no longer anchor leisurely in the Hudson—they are underway and operating in the far reaches of the seas in support of freedom.

ALL OF THIS ACTIVITY, by all of our valuable ships and equipment, from all our shore establishments and our bases, would be impossible without people. Our operations are always challenging and exciting, but they are also arduous and demanding. Our operations are important to the Nation but they are also frequently dangerous to the individual. Operations involve ships and planes, but their heart is in the officers and men of the Navy and Marine Corps.

All during 1962, before the Cuban crisis, activity was quietly taking place in our Light Photographic Squadron 62 at the Naval Air Station in Jacksonville, Fla. This squadron flies the *Crusader*, the Navy's first 1000-mile-an-hour aircraft, and Navy officers and men of the squadron were working to adapt and install a newly developed forward firing camera in the *Crusader*. Low-level high-speed photography has great advantages if the pictures can be taken from the nose of the plane, looking forward in the direction of flight. The problems here are enormous, because the great speed of the plane produces problems of focus, and blurring of the picture. These men whipped that problem, without any outside help, and you all know the significance of the pictures they brought back from Cuba. The whole Navy can take pride in the quality of the pictures these pilots made, but we can take even greater pride in the people in the squadron who had the foresight, and the initiative and the ability to tackle this thing on their own, and whip it. We can never buy this kind of service, but we can certainly respect it.

We want all of our men to be respected. We are one naval family—the Navy and the Marine Corps—and we cannot divide respect among us— so much for this rank, so much for this rate, so much for this specialty. We are one Navy and the respect accorded to Navymen and Marines should be the same for each of us—from the lowest to the highest.

MEN IN UNIFORM have an opportunity to exercise, more often than civilians, the responsibility for showing the people of the world an American image which is what we want it to be. Every day, from Japan through Taiwan, Okinawa, Guam, the Philippines, throughout the Far East, there are Navymen whose conduct ashore determines what the foreign citizens think of us.

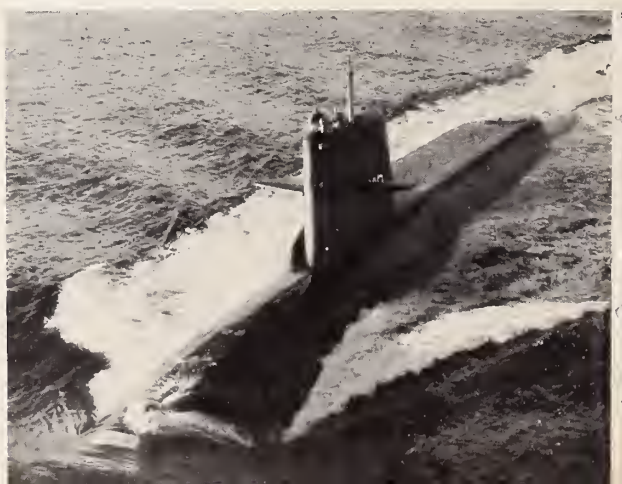
Every day, throughout the Mediterranean countries and Europe, soldiers, sailors, marines and airmen make an impression of one sort or another among our foreign friends. As they enjoy the beaches, parks, theaters, restaurants, churches, clubs, and all of the many interesting attractions of foreign travel, they are under constant scrutiny by the local populace, who may be quick to make judgments based on very slight incidents.

Away from the standards of home, where mores and morals are sometimes vastly different, there are frequently great temptations. In spite of these, the conduct of our men reflects great credit on all Americans.

We in the Navy have a blue suit waiting for anyone who can wear it. This suit is cut from the fabric of freedom, and it is tailored to the style of dedicated purpose set for us by our founding fathers.

That blue suit is waiting for any young man or woman who has the character, brains, determination and patriotism to wear it well.





DECORATIONS & CITATIONS



LEGION OF MERIT

"For exceptionolly meritorious conduct in the performonce of outstonding service to the Government of the United Stotes . . ."

★ IRVINE, Donald G., CAPT, USN, for service from 15 Jun 1960 to 15 Jun 1962 as Chief, Navy Section, Military Assistance Advisory Group, Republic of China. In his supervision of U. S. personnel assigned as advisors to the Chinese Navy and the Chinese Marine Corps, and in his direct dealings with the Commander in Chief, Chinese Navy, CAPT Irvine exerted an influence by maturity of judgment, an innate sense of tact and diplomacy, and a dedication to high professional standards that resulted in tremendous progress and improvement being made by the Chinese Navy during the two years of his assignment to Military Assistance Advisory Group, Republic of China.

★ MCDONALD, David J., HM1, USN, for outstanding service from 1 Sep 1961 to 30 Jun 1962 while serving on board USS *Tiru* (SS 416). Throughout this period, McDonald consistantly carried out his duties with a high degree of technical skill, efficiency, and resourcefulness. In addition to conducting an outstandingly effective on-board first aid training program, he constantly inspected, tested, and improved his equipment to insure its instant and full readiness. On 25 Jun 1962, when a casualty occurred in the after two compartments of *Tiru*, resulting in 17 men being overcome by smoke and toxic gases, McDonald, as a member of the first rescue team, personally restored respiration to five of the unconscious men, while other crew members, whom he had trained, revived three more in similar condition. He then supervised the administering of oxygen to all 17 men until they regained consciousness. So effective was his technique, equipment, and the instruction he had provided the crew, that all casualties were returned to duty within four days, although several had been near death.

★★ O'DONNELL, Edward J., RADM, USN, for service from 15 Dec 1960 to 22 Dec 1962 as Commander U. S. Naval Base, Guantanamo Bay, Cuba. Prior to the Presidential Proclamation, declaring a quarantine of Cuba and the attendant build-up of forces at Guantanamo, RADM O'Donnell, by skillful planning, improved and maintained the defense posture of the Naval Base at a high state of readiness under unusual and extraordinary circumstances. His tactful and diplomatic handling of the various elements involved in the maintenance and operation of a U. S. base surrounded by hostile forces was an exemplary lesson in leadership which engendered and maintained a high state of morale, readiness and efficiency among military, civilians and dependents alike.



DISTINGUISHED FLYING CROSS

"For heroism or extroordinory ochievement in oeriol flight . . ."

• BABBITT, Arlene K., ADC, USN, for heroism and extraordinary achievement in aerial flight on 29 Mar 1962, as pilot of a helicopter, attached to the U. S. Naval Auxiliary Air Station, Fallon, Nev. Upon receiving word that an aircraft had crashed in a remote mountain area approximately 20 miles southwest of Austin, Nev., Babbitt immediately flew his helicopter to the general area of the crash. Although he heard radio transmissions from the downed plane, he was unable to sight it because of the high peaks and extremely rough, mountainous terrain. By the ingenious use of volume build and fade of signals from the crashed aircraft, he succeeded in locating it. In the successful search he made repeated landings and takeoffs at close to 10,000 feet elevation, several thousand feet above the altitude considered maximum for safe operations.

★ SMITH, Thomas L., Jr., LTJG, USN, for heroic conduct in aerial flight as pilot of a jet aircraft in Attack Squadron 195, attached to USS *Bon Homme Richard* (CVA 31), during routine flight operations from NAS Atsugi, Japan, on 27 Nov 1961. Experiencing a partial power failure while in the process of landing his aircraft, LTJG Smith elected to remain in his disabled craft long enough to avoid several populated areas, thereby materially reducing his chances for a safe ejection. His selfless and decisive action to protect the lives and property of innocent civilians, resulting in the sacrifice of his own life, reflects the highest credit upon himself and the U. S. naval service.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving octuol conflict with on enemy . . ."

★ RUSSELL, George H., AD2, USN, for heroic conduct on the afternoon of 9 Aug 1962 as crew member of a naval radar *Constellation* which crashed and burned during a rainstorm while making an instrument approach to the U. S. Naval Air Station, Patuxent River, Md. When a fellow crewman lacked time to secure himself with a seat belt immediately preceding the crash, Russell, who was securely strapped into his ditching station, seized the man and held him tightly throughout the crash period, undoubtedly saving him from serious injury or death. After the aircraft had come to rest, Russell made his way through the smoke and flames and aided in opening the jammed flight engineer's door to provide a place of escape for his fellow crew members. After leaving the plane and moving to a safe position, he heard cries for help from within the burning wreckage. Ignoring the fire and heat, and with full knowledge that an explosion might occur at any moment, he returned to the aircraft and attempted to remove the copilot.



AIR MEDAL

"Aworded for meritorious ochievement in oeriol flights . . ."

★ HICKEY, John A., LT, USN, for aerial flights during the period 11 November to 7 Dec 1961 while serving with Air Development Squadron Six (VX-6) in connection with operations in the Antarctic. As aircraft commander of an HUS-1L helicopter, and as Officer in Charge of a U. S. Geological Survey mapping expedition, LT Hickey repeatedly flew his aircraft over the rugged and otherwise inaccessible terrain of the Queen Alexandria and Dominion ranges in the Antarctic, supplying vital fuel and food caches for the mapping team. Flying his helicopter to the maximum of its gross weight, endurance, and altitude capabilities, without benefit of weather information and periodically without radio communications, he contributed in large part to the successful completion of the mission.

TAFFRAIL TALK

AT THE U. S NAVAL AIR Station, Key West, Fla., a chief warrant officer has come up with an effective antidote against lengthy gab-sessions in his shop, the Station Operations Office.

Whenever several of his men cluster overlong at the office scuttlebutt or joe pot, he reaches for his "panic gun." This weapon, we hear, operates on the same principle as a silent pop-gun or blow-gun—and gives its victims no warning.

How effective is the gun, which fires a "cardboard warhead?"

NAS Key West's station paper, the *Sky Anchor*, carried no up-to-date statistics. It did, however, quote one Operations staffer, who apparently feels that he no longer has the time for lengthy interviews. Quoth he (all the time sneaking furtive looks in the direction of the launching pad), "That thing can sure interfere with a conversation."

★ ★ ★

We are indebted to the *Sky Anchor* for another suggestion. In the interests of unification, our Armed Forces might consider the problem of the language barrier which exists among the separate services, this publication suggests.

Seems that during last fall's Cuban crisis build-up, many Air Force units took up temporary residence at NAS Key West. A contingent of Air Force men were assigned to the NAS galley to lend a helping hand with the greatly increased feeding requirements.

As you might expect, the birdmen had their difficulties with



such unfamiliar (to them) terms as bulkhead, swab, mess cook, etc. The climax, though, involved an Air Force man, who noticed the words "Watch Captain Gordon" printed on the day's menu, and got mightily confused. Who, he wondered aloud, was CAPT Gordon? And why did he bear watching?

It was a while before some helpful Navyman explained that Commissaryman First Class Gordon had the duty as watch captain in the galley that particular day.

★ ★ ★

CAPT J. G. Daniels, USN, CO of the Pacific Fleet attack aircraft carrier USS *Ticonderoga* (CVA 14), is no different from a lot of other Navy skippers—he likes to get some of his thoughts across to his crew—and he has the knack of making a good point stick in your memory.

Quoted in a recent issue of *The Big T*, CAPT Daniels told his troops, "It has been said that morale is the mainspring of a fighting force in peacetime. We all know what morale is in general terms, but I particularly like the definition advanced by an anonymous Navyman during World War II. As he is reputed to have put it, 'Morale is when your hands and feet keep working when your head says it can't be done.'"

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Information Bulletin, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. The rate for ALL HANDS is 25 cents per copy; subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

• **AT RIGHT: JET JOBS—Sleek supersonic F-4B *Phantom* jets of Fighter Squadron VF-74, assigned aboard the super carrier *USS Forrestal* (CVA 59), make a pretty picture resting on runway of a naval air station.**


WARNING
106R
106R
CAUTION
USS FORRESTAL
NAVY



The NAVYMAN







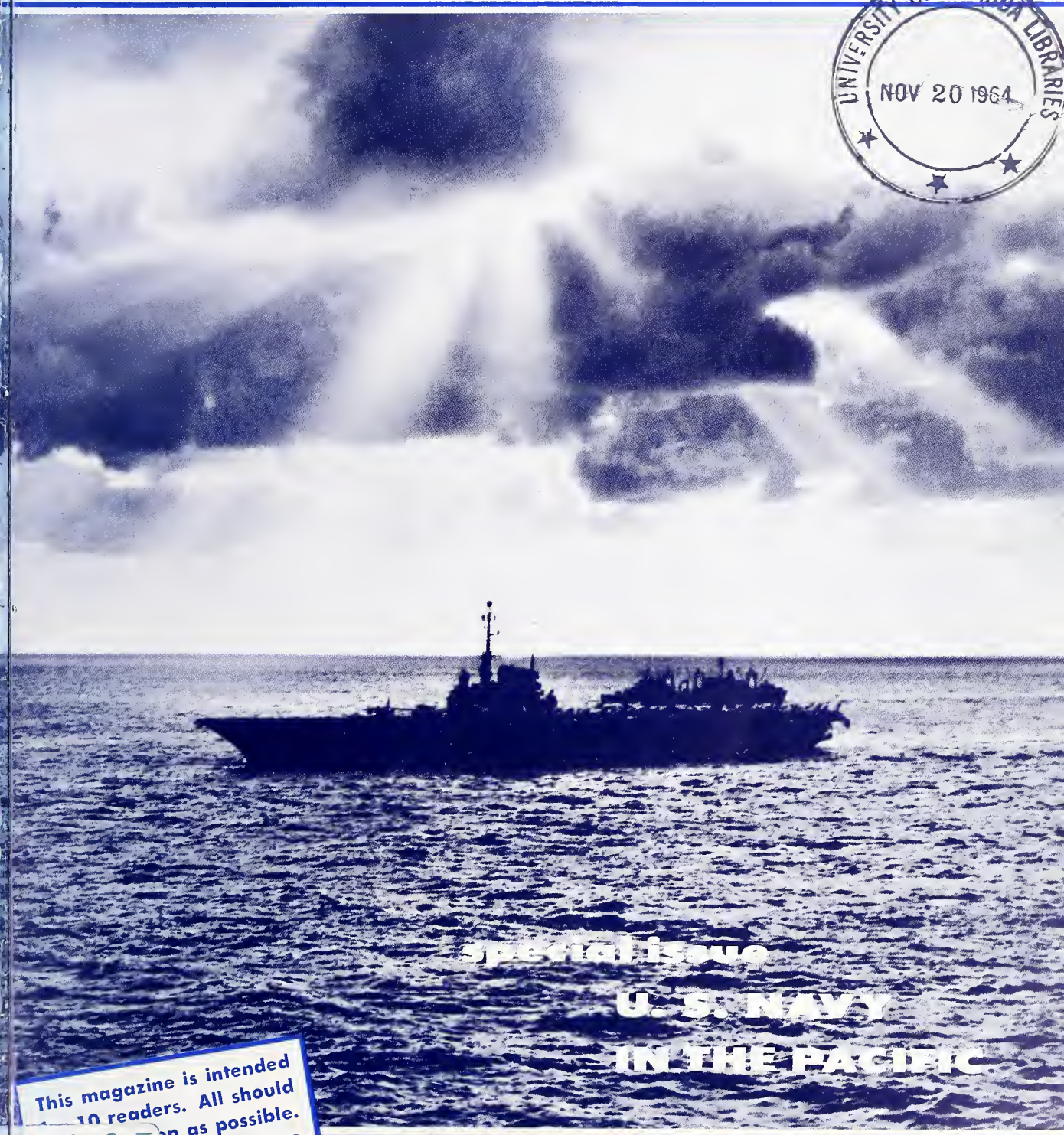


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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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U. S. NAVY
IN THE PACIFIC

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APRIL 1963



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1963 Nav-Pers-O NUMBER 555

VICE ADMIRAL W. R. SMEDBERG III, USN
The Chief of Naval Personnel

REAR ADMIRAL A. S. HEYWARD, Jr., USN
The Deputy Chief of Naval Personnel

CAPTAIN J. L. COUNIHAN, USN
Assistant Chief for Morale Services

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• **FRONT COVER: WIDE WATERS** — Attack carrier *USS Coral Sea* (CVA 43), a member of NavAirPac, is refueled at sea by *USS Navasota* (AO 106) while on cruise in the Pacific, the largest maritime area on the earth.

• **AT LEFT: A GOOD GROUP** — Navymen of the Pacific Fleet are members of the largest naval command in the world. Their duty may range from a lush tropical island to a snow-capped station in either the North or South polar regions. At sea the PacFlt sailor could be helping to man a giant attack carrier or sailing a small minesweeper.

• **CREDIT:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.





THE U.S. NAVY

NEXT TIME YOU SEE a globe of the world, twirl it around. When you come to the side that's all blue, stop. Now take a second look. The blue color, of course, represents water—and it's all part of the same ocean, the vast expanse of the Pacific. Only a globe can convey a true idea of the relationship of the Pacific with the rest of the world.

The Pacific is the largest maritime area on earth. In fact, the Pacific Ocean and the countries that ring its perimeter cover more than half of the earth's surface.

All of the world's continents—the total land areas of Europe, Asia, North and South America, Africa, Antarctica, and Australia—could be deposited within the area of the Pacific Ocean—and there would still be plenty of water to spare.

Ever since the day Vasco Nunez de Balboa climbed to the summit of a mountain range in Panama and first sighted what he called the "Great South Sea," seafaring men, explorers and merchant mariners have been vitally concerned with the Pacific.

Balboa's discovery was in 1513, just about four and a half centuries ago. Some years later Ferdinand Magellan, in 1520-21, undertook to circumnavigate the globe, crossing the Pacific as far as the Philippines, where he was killed in an insurrection among the islanders. One of the ships of his armada, however, succeeded in completing the first round-the-world voyage.

Thus began the development of trade routes across the Pacific between the nations of the East and the West. In time the economic livelihood of millions of people came to depend on the Pacific.

From the standpoint of military strategy, the Pacific has played an important role in various ways. It has served not only as a frontier, but as a natural barrier, and in modern times it has been the scene of the historic battles of World War II, in a struggle for sea power which meant the difference between victory and defeat between nations.

From a historical standpoint the importance of sea power in the Pacific was demonstrated as far back as the 15th century.

Chinese naval power at that time was being felt in the western Pacific, and throughout Southeast Asia and the Indian Ocean. At least seven major expeditions were sent out by the third emperor of the Ming Dynasty, operating under command of Cheng Ho. Some of these expeditions included 60 or more ships, carrying as many as 37,000 troops. They brought Chinese pressure to bear not only along her Pacific coast but also to countries in the Indian Ocean, and extended as far as the east coast of Africa.

These expeditions had the effect of establishing China's influence, and when necessary, they brought her absolute power in the area. A prince of Ceylon and a Sumatran chief who refused to submit to the Emperor of China were seized and carried off to China, while Cheng Ho proclaimed: "The countries beyond the horizon and from the ends of the earth have all become subjects of







IN THE PACIFIC

the Imperial Ming." This was 500 years ago.

About two centuries later the Japanese felt the might of sea power from the Asiatic mainland when the Korean admiral, Yi Sun Sin, defeated and drove out a well-entrenched and massive Japanese expedition to Korea, using the ironclad "Tortoise ship."

For a long time in the years that followed naval power consisted of individual men-of-war, which represented small bits of the sovereign power of different nations.

These men-of-war moved from port to port, and island to island, and served to keep the peace.



The twentieth century saw a build-up of naval strength in the Pacific climaxed by the Japanese attack on Pearl Harbor. Sea power was in a new phase, and both sides recognized that the winner in the Pacific would be the nation which could gain and maintain control of the sea, by superior naval power and/or strategic island fortresses.

Naval aviation, the carrier and the submarine took their place with surface fighting war ships of the line and the logistic support ships of the train to shape the face of the modern day Navy.

How important is the Pacific today? Here are some facts.

• The lands bordering the Pacific are the homes of one and a half billion people. They are people of many races, religions, and languages. Among them are Buddhists, Moslems, Hindus and Christians. They speak Tagalog, Melanesian, Chinese, Japanese, Malayan, Spanish, English, Russian, Hawaiian, Bugi—to mention only a few.

• These people of the Pacific, representing more than half of the population of the earth, are dependent on the sea in many ways. The Pacific forms a great ocean highway over which the wealth of many nations moves—rubber, wool, copra, iron, manganese, tungsten, tea, tin, tuna, tobacco, potash, petroleum, rice—and much more. In addition, the Pacific fishery and whaling industry is the largest in the world.

• Of the 77 strategic raw materials which the United States must import, 66 come from nations of the Pacific. These are materials on which we must depend in manufacturing telephones, automobiles, jet aircraft, tanks, nuclear submarines, etc.

• Since World War II many new nations have emerged in the Pacific-Indian Ocean area: Pakistan, Burma, Laos, Cambodia, Vietnam, Malaya, Singapore, Western Samoa, Indonesia, and the Philippines. Already some of these new nations have experienced problems which affect their neighbors and the rest of the world.

• Since World War II, the Pacific has seen three nations divided by conflict—China, Korea and Vietnam—with pressure arising in other areas affecting the peace of the world.

These are some of the reasons why the Navy is in the Pacific.

On the following pages you will see what the Navy in the Pacific consists of, how it is organized, and how it operates, as an instrument of the U. S. and our allies—to protect the lifelines of the Free World.

CINCPAC HAS IT—

Teamwork Plus



CINCPAC, Adm. Harry D. Felt, USN, greets Gen. Maxwell D. Taylor, USA.



UNITED EFFORT — Members of seven nations taking part in SEATO exercise meet on carrier. *Below:* Marines hit the beach during Pacific exercise.



THE STORY OF our fighting forces in the Pacific starts with the alphabetical designation known to every Navyman as CINCPAC.

But most Navymen are surprised to hear that CINCPAC is *not* a Navy command. It stands for Commander in Chief, Pacific, and it is a *unified command.* In fact, geographically, it is the largest U. S. military command in the world.

Understandably, because this military command encompasses some 85,000,000 square miles of the earth's surface, most of which is ocean area, its boss is a Navyman. CINCPAC is Admiral Harry Donald Felt, and his joint force includes 390,000 military personnel—soldiers of the U. S. Army; two Air Forces—the Fifth and 13th—composed of 1000 aircraft; and two Fleets—the First and Seventh—with a total of 400 ships and 1800 aircraft.

Major Army elements of the Pacific Command are the First Cavalry and Seventh Infantry Divisions under the U. S. Eighth Army based in Korea, and the 25th Infantry Division in Hawaii. The Marines are represented by two U. S. Marine divisions and their associated air wings —one Marine division on Okinawa and the other on the West Coast of the U. S.—and the Fleet Marine Force Headquarters in Hawaii.

CINCPAC's unified forces are a well-balanced, versatile team—capable of handling the many odd jobs from fighting guerilla-type action in the jungles and mountains to border conflicts in which hard-hitting, mobile aircraft carriers and aviation units are needed in times of emergency.

Their "capabilities" range from delivery of nuclear weapons to showing the U. S. flag.

MISSION OF THE Pacific Command is to defend the United States from attack through the Pacific area, and to support and carry out U. S. national policy in the Pacific. This includes providing strategic direction and control of the U. S. armed forces assigned to the area. The mission carries also the responsibility for achieving successful military cooperation with our allies in Asia so that their strength can be joined with our own in preserving their freedom and maintaining peace.

CINCPAC headquarters is at Camp H. M. Smith, on a hill outside the city of Honolulu in the lush green countryside of Hawaii. CINCPAC's joint staff numbers 560 military personnel in a variety of uniforms—representing all components of the armed services. About half are officers, headed by seven flag and general officers; the remainder are enlisted personnel.

The history of CINCPAC dates back to the year 1947, when the forerunner of the post-war Pacific Command was established as one of six geographical commands. In addition to the Pacific, there were the European, Atlantic, Caribbean, Alaskan and Far Eastern commands.

Ten years later, with the merging of Korea, Okinawa and Japan as areas under the responsibility of the Pacific Commander, all U. S. forces in the Pacific were consolidated under one commander in chief. At the same time, individual service

TEAM MEMBERS — CINCPAC is unified command that includes units of Navy, Marines, Army and Air Force.





commanders-in-chief were named for the Army, Navy and Air Force, with headquarters in Hawaii along with the unified commander.

Each of these service commanders wears four stars and is directly responsible to CINCPAC. Location of the headquarters of these commands in Hawaii permits staff officers of all services to meet personally in consideration of common problems. Also within the Pacific unified command structure are subordinate unified commands whose commanders assist CINCPAC in maintaining the joint defensive and deterrent effectiveness of the U. S. armed forces based through the vast Pacific area.

These are Commander U. S. Forces Korea, in Seoul; Commander Taiwan Defense Command, at Taipei; Commander U. S. Forces Japan, with headquarters near Tokyo; and Commander U. S. Military Assistance Command, South Vietnam. In the Philippines, Ryukyus Islands, and the Marshall-Bonin Island groups (MARBO), senior service commanders are designated CINCPAC Representatives. They act as coordinators in matters concerning more than one service.

From the Pacific Command up the ladder, CINCPAC reports directly to the Secretary of Defense through the Joint Chiefs of Staff in Washington, D. C.



CINCPAC HOME PORT — CINCPAC headquarters is located in this building at Camp H. M. Smith, just outside Honolulu, in centrally located Hawaii.

AS CINCPAC, Admiral Harry Felt wears a number of additional hats. He represents the United States as military adviser to SEATO—the Southeast Asia Treaty Organization, and he holds a like position with ANZUS—the Australian-New Zealand-United States Security Pact.

Through collective defense agreements such as SEATO and ANZUS, as well as bilateral treaties with individual nations, CINCPAC defense commitments include Australia, New Zealand, the Republic of China, the Philippines, Japan, Pakistan, Korea and much of continental southeast Asia.

These agreements provide our country with the friendship and assistance of the more than 300 million people of the free nations of the Pacific area.

Still another hat for Admiral Felt as CINCPAC is that of administering the U. S. Military Aid Program (MAP) to Far East nations.

THE PROGRAM is carried out by Military Assistance Advisory Groups (MAAGs) in Korea, Japan, the Republic of China, the Philippines, South Vietnam, Cambodia and Thailand. In each of these nations, U. S. officers and men from every branch of the service act as advisers to the foreign nations' armed forces.

In addition, these advisers supervise the allocation and use of U. S. equipment and supplies furnished under the Military Assistance Program. Every request for military aid is screened by MAAG officers who also check for economical and effective operation of the equipment already on hand. The programs are designed to give friendly nations the means to provide for internal security and to provide for their defense in the event of external aggression. The military assistance program is not a "one-way street"—it is a "forward strategy" program, in which U. S. defense begins in the Western Pacific and not on the shores of the United States.

BIG DUTY — CINCPAC represents U. S. as military adviser to SEATO. Here, Australian and U. S. carriers display full-dress honors during SEATO event.







CINCPACFLT duty provides the most varied kinds of assignments both ashore and afloat of any command.



PACFLT CARRIER, *USS Kitty Hawk* (CVA 63) cruises Pacific. *Above:* Pacific sky is cut by *Talos* missile from *USS Oklahoma City* (CLG 5).



It's the World'

THE LARGEST NAVAL command in the world is the U. S. Pacific Fleet. PACFLT sailors claim that it is also the most powerful peacetime fleet in history.

When you are assigned to duty with CINCPACFLT—and chances are good that you will serve in this command sometime during your naval career—you'll discover that your tour can provide the most varied kinds of assignments, and challenges, of any command in the sea service.

In the Pacific Fleet you may get tropical duty or arctic duty. You may serve in a nuclear submarine or with the high-flying Barrier Force, in a wooden minesweeper or as a member of a fast carrier attack group. You may be located at any one of dozens of bases, on a palm-fringed isle or near a huge metropolis, and you will hear spoken scores of strange and colorful languages.

Geographically, this vast naval command extends from the U. S. west coast, across the wide Pacific and into the middle of the Indian Ocean. In the north it touches Point Barrow, Alaska, and in the south its ships explore the still mysterious, well-nigh uninhabited continent of Antarctica.

Commander in Chief of the Pacific Fleet (CINCPACFLT) is a four-star admiral, ADM John H. Sides, USN, whose offices overlook the tremendous Pearl Harbor complex, which in itself represents one of the most powerful naval "nerve centers" of the world.

ALL MAJOR NAVAL FORCES in the Pacific (400 ships, 1800 aircraft, and the Navymen and Marines to man them) come under the command of Admiral Sides. Under his coordination, these subordinate commands are fused into highly integrated aerial, surface, sub-surface and amphibious forces, second to none.

CINCPACFLT headquarters is a series of "military tropical" style buildings on Makalapa Ridge, sitting on the side of an ancient volcano, with a fine view of the East Loch of Pearl Harbor.

Here Admiral Sides is briefed by his staff and confers regularly with the top commanders of the Pacific Fleet, some of whom have their headquarters in the rows of buildings nearby. Others are located in various spots at the huge Pearl Harbor Naval Base, or across the island of Oahu at Barbers Point, or across the Pacific in both directions—from San Diego and Long Beach to Guam, the Philippines and Japan.

CINCPACFLT's headquarters staff is made up of six divisions in the fields





ACTION PAC — Pacific Fleet carriermen send plane skyward. *Rt: USS Topeka* (CLG 8) hits typhoon whipped waters.

.argest Naval Command

of intelligence, operations, communications, logistics, plans and administration. They assist him in maintaining up-to-the-minute contact in the operations of this far-flung network of ships, bases, units and men.

What is the make-up of the Pacific Fleet? One way of describing it is as three closely related families. In one group are the *Fleets*, which are organized for action as potential "striking" forces.

In the next group are the *Type or Specialized Commands*, each of which generally represents ships or units that are of similar type, providing training and standards of performance for their type of ships and crews.

Members of the third family in CINCPACFLT are the *Force and Frontier Commands*. Included in this group are the sea frontiers and naval forces which have duties confined to particular geographical areas, or certain definite functions, such as local antisubmarine warfare, search and rescue, control of shipping and harbor defense.

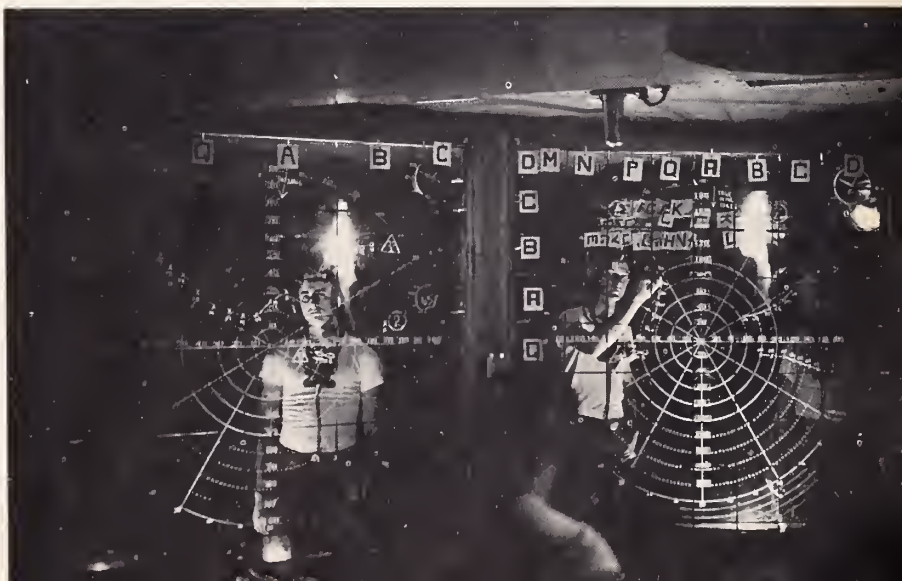
On the following pages the activities of some of these forces are covered in detail (and others will be covered in future issues). Let's take a brief look at the CINCPACFLT organization. First the Fleets:

• SEVENTH FLEET—Ask a Seventh Fleet sailor, and he'll tell you that his ship helps to extend America's seapower wherever there is water, and to the lands touching that water in the Pacific. The Fleet's striking power may be carried far beyond the coastlines, if necessary, by far-ranging carrier aircraft and amphibious forces.

Operating in the western Pacific, the Seventh Fleet is the United States' "naval force-in being" off the coast of Asia. It is a major mobile bastion of the Free World, capable of mounting a sea-air offensive wherever it is needed in that part of the world. The Seventh Fleet is described in detail in the article on page 16. Commanding this powerful force is Vice Admiral Thomas H. Moorer, USN.

• FIRST FLEET—The other major operating subdivision of the Pacific Fleet is the First Fleet, which operates in the eastern Pacific, that is, off the west coast of the United States. Generally speaking, ships rotate between the First and the Seventh Fleets. COMFIRSTFLT, VADM Robert T. S. Keith, USN, has his headquarters

PACIFIC SAILORS record action in CIC during Seventh Fleet exercise.



in a cruiser operating out of San Diego. The First Fleet goes in heavily for training and material readiness, seeing to it that PACFLT ships are in top fighting condition. Like the Seventh Fleet, it is a striking force ready to operate on the offensive or deploy for national defense of the United States.

NOW WE MOVE on to PACFLT's type commands (and special commands), and start off with those located in Hawaii.

• ASWFORPAC (Antisubmarine Warfare Force, Pacific)—the newest command in the Pacific—is located on Ford Island in Pearl Harbor. It was established in early 1960, with the mission of serving as over-all coordinator for all antisubmarine warfare, and the control and protection of shipping in the Pacific. Heading this force is VADM John S. Thach, USN.

• FMFPAC (Fleet Marine Force, Pacific)—Located at Camp Smith in Aiea at Pearl Harbor, this command leads the Marine "sea soldiers" who fight with the Fleet in amphibious and other operations. Lieutenant General Carson A. Roberts, USMC, is the Commanding General of FMFPAC.

• SERVPAC (Service Force, Pacific)—Located at Pearl Harbor, this command directs, plans, supervises and furnishes logistic support to the Fleets, including the Fleet Marine Force. The scope of Service Force duties includes logistic support for outlying activities within the Pacific command, naval components of joint commands (and U. S. Army and U. S. Air Force units prescribed in joint agreements). The Service Force also provides logistic support to naval forces of other commands as required. COMSERVPAC is RADM William D. Irvin, USN, who relieved RADM Redfield Mason, USN, last month.

• SUBPAC (Submarine Force, Pacific)—The headquarters of this undersea command is at Pearl Harbor. The over-all operation, training, evaluation and development of all submarines in the Pacific come under this type command. SUBPAC is prepared to conduct submarine operations in the Pacific area in the event of actions threatening the security of the U. S. In coordination with other type and task forces, SUBPAC conducts specialized training with the elements of the Pacific



Adm. John H. Sides, USN
CINCPACFLT

Fleet's surface, Amphibious and Fleet Marine Forces; radar picket submarines are used as an early warning lifeguard of our fast carrier task forces. COMSUBPAC is RADM Bernard A. Clarey, USN.

• BARPAC (Barrier Forces, Pacific)—With headquarters at Barbers Point, Oahu, this command is made up of a wing of flying radar sentinels (*Super Constellations*) and surface radar pickets (DERs and AGRs) as assigned. These forces shoulder the early warning burden in the mid-Pacific. The Barrier became fully operational on 1 Jul 1958 when an intricate chain of radar defenses went on watch 24 hours a day, seven days a week. Here is the center of a continuous operation which enables the Navy to warn the U. S. of approaching hostile forces crossing a line which extends from Midway Island to the Aleutians, where it joins the Distant Early Warning (DEW) Line. COMBARPAC is RADM Clifford H. Duerfeldt, USN.

• CBPAC (Naval Construction Battalions, Pacific)—It is located on Makalapa Ridge, Pearl Harbor. The highly mobile construction battalions have the wartime assignment of building advanced bases overseas. They keep themselves trained and ready for that assignment by undertaking new construction, rehabilitation and maintenance projects at naval bases throughout the Pacific. CBPAC is headed by RADM Henry G. Clark, USN, Director, Pacific Division, Bureau of Yards and Docks, who has additional duty as COMCBPAC.

ALL THE FOREGOING commands are located in Hawaii, within a short distance of CINCPACFLT headquarters. The following type commands are based on the west coast of the United States.

• NAVAIRPAC (Naval Air Force, Pacific)—with headquarters at San Diego, Calif., it is responsible for the over-all training and control of all aircraft, ships and other units which comprise the Pacific Fleet's naval air strength. At the controls of this formidable type command is VADM Paul D. Stroop, USN.

• PHIBPAC (Amphibious Force, Pacific)—Headquarters are located at San Diego, Calif. Performing the same functions in the Pacific as its counterpart PHIBLANT in the Atlantic, it has the basic job of training men in the many facets of amphibious operations (which will be covered in detail in a future issue). Commanding PHIBPAC is VADM Ephraim P. Holmes, USN, who has just relieved VADM Howard A. Yeager, USN.

• CRUDESPAC (Cruiser-Destroyer Force, Pacific)—This is one of the largest commands afloat, consisting of some 160 ships and more than 40,000 officers and men. The ships operate from the west coast of the U. S. across the Pacific to Asia and from Australia northward to Alaska. The headquarters for this organization is a San Diego-based destroyer tender and its boss is RADM Frank Virden, USN.

• MINPAC (Mine Force, Pacific)—It has headquarters at Long Beach, Calif. This command has a dual responsibility—that of laying mines and carrying out mine countermeasures. Mine countermeasures are actually the Mine Force's biggest job—operations undertaken in order to reduce or eliminate the hazards caused by mines. This includes: (1) The destruction of enemy mines before they are planted; (2) the destruction of enemy mine-planting vehicles and location of mines by visual or electronic means as they are being planted; and (3) sweeping or destroying mines after they have been planted. COMINPAC is RADM Kenneth L. Veth, USN.

• TRAPAC (Training Command, Pacific)—with headquarters at San Diego, Calif., is in charge of precommissioning, shakedown, refresher and operational training in accordance with the doctrines and requirements of type commanders; assists in the development of training doctrines, policies and exercises; and insures the standardization of those

training exercises which are applicable to more than one type command. In charge of this huge training command is RADM John F. Davidson, USN.

THE THIRD GROUP in the CINCPACFLT family are the frontier and force commands, carrying out their responsibilities in particular geographical areas.

• SEA FRONTIERS—The sea frontier commands are responsible for activities in their area which involve search and rescue, local antisubmarine action, control of merchant shipping and harbor defense. Pearl Harbor is the headquarters of *Hawaiian Sea Frontier*. It is headed by RADM Charles A. Buchanan, USN, who also serves as Commandant of the 14th Naval District. San Francisco is the headquarters of *Western Sea Frontier*, operating under VADM Robert Goldthwaite, USN. Kodiak, Alaska, is headquarters for the *Alaskan Sea Frontier*, whose boss is RADM Fred E. Bakutis, USN, COM17.

• NAVMARIANAS (Naval Forces, Marianas)—Headquarters are on the island of Guam, M. I. The guiding hand for the vast area, two and one-half million square miles of the Pacific Ocean, which includes the island groups of the Marianas, the Bonin-Volcanoes and the eastern, central and western Carolines, is that of COMNAVMARIANAS. Within the area of his command, COMNAVMARIANAS is responsible for naval surface and air reconnaissance, peacetime search and rescue operations and (in the event of hostilities) the conduct of antisubmarine warfare. COMNAVMARIANAS is RADM Thomas A. Christopher, USN.

• NAVPHIL (Naval Forces, Philippines)—Headquarters are located at Sangley Point. This command conducts naval operations in coordination with other military commands in defense of the Philippines in order to provide support to other U. S. and Allied forces in controlling the seas within the Pacific command. COMNAVPHIL is RADM Jack P. Monroe, USN.

• NAVFORJAPAN (Naval Forces, Japan)—Headquarters are in Yokosuka. This command performs naval functions, in coordination with other military commands, in defense of the area of Japan in order to provide support to the Pacific Fleet in controlling the seas within the Pacific command in the event of war. Heading this command is RADM Walter H. Price, USN.

• NAVFORKOREA (Naval Forces, Korea)—Headquarters are located in Seoul. This command conducts naval operations in coordination with other military commands in defense of the Republic of Korea in order to provide support to the Pacific Fleet in controlling the seas within the Pacific command in the event of war. Naval forces in Korea are under the command of RADM John M. Alford, USN.

THIS VERY BRIEF summary of the commands under CINCPACFLT gives some idea of the over-all mission of the Navy in the Pacific. Basically, its purpose is to establish and maintain control of all essential sea lines of communication for the United States and our allies—and to be prepared in the event of war to deny their use to any enemy.

The U. S. armed forces, in carrying out a forward strategy concept, have established a defensive line running from the Bering Sea, Alaska, and the Aleutians, through Japan, Korea, the Ryukyus, the Philippines, the South China Sea and down through the central Indian Ocean.

The purpose of our bases in the Pacific and the job of our operating Fleets and Forces, as part of the Army-Navy-Air Force team, is to fulfill U. S. commitments along and near this line, as well as to prevent attacks launched against us through the Pacific.

Thus the Pacific Fleet must be prepared, first of all, to help preserve the peace, to support our allies in the Far East, and to deter or defeat aggression—at its source—in either a small or large war.

That's a tall order, but the Pacific Fleet has been working at this task for more than two decades. This past February it celebrated its 22nd birthday.

AT ITS INCEPTION in 1941, PACFLT was divided into three forces—Battle, Scouting and Base Forces—plus certain auxiliaries and independent units. A few weeks after Pearl Harbor, on 31 Dec 1941, Admiral Chester W. Nimitz, USN, was assigned the job of Commander-in-Chief, Pacific Fleet, and carried on in this role until the end of World War II, leading the mightiest naval force in history.

After the war, the area of responsibility of CINCPACFLT continued to expand. The old Asiatic Fleet, later the Southwest Pacific Force under the over-all command of General MacArthur, and now the U. S. Seventh Fleet, became a unit of the Pacific Fleet. Naval Forces Philippines joined the PACFLT family in 1952, and responsibility for the Taiwan area was also turned over to the Pacific Fleet.

Admiral Sides today leads this tremendous naval organization, following an illustrious line of Pacific Fleet commanders.

His is a task of wide scope. The accounts that follow give a brief overview of what is going on in the Pacific today. Space limitations prevent covering everything that the Navy is doing. We hope to cover those that have not been reported on in future issues.

HUB OF PACIFIC Fleet activity is the naval base located at Pearl Harbor.







BACK THEN — Navy seaplane flies over Pearl Harbor in 1925. *Rt:* Destroyer is overhauled in shipyard.

A Short History of the Navy

IT WAS JUST a little more than three-quarters of a century ago that the U. S. Navy officially entered the Hawaiian Islands. In the year 1887, President Grover Cleveland signed an agreement with the King of the Islands, David Kalakaua, that granted the United States "the exclusive right to enter the harbor of Pearl River in the island of Oahu."

That might be called the official beginning of Pearl Harbor, although the Navy as far back as 1860 had a coaling station in Honolulu, and had an agreement permitting it to establish a coaling and repair station at Pearl Harbor in 1875.

However, the history of our Navy in Hawaii goes back still a good deal further. In the latter stages of the War of 1812, a prize crew from uss *Essex* sailed a captured British ship into Honolulu Harbor. The crew members were very much impressed with the natural beauty of the Sandwich Islands, so named by the English explorer, Captain Cook, in 1778.

In 1826 LT John Percival, in uss *Dolphin*, was successful in getting the Hawaiian government to assume the responsibility of seeing that debts owed by its citizens to Americans would be honored. In that same year, CAPT Thomas ap Catesby Jones, a hero of the War of 1812, disembarked from his flagship, uss *Peacock*, to sign a treaty guaranteeing Americans the same rights and protection that Hawaii extended to other nations.

This was the first treaty made by the island kingdom with a foreign nation and, though the U. S. Congress never ratified it, local chiefs carried out the promises they made in the pact.

The first U. S. warship to cross the Pacific and round the globe, uss *Vincennes*, stopped at Honolulu in 1829, bringing gifts for King Kamehameha III and a message from President Andrew Jackson.

Antarctic and Pacific explorer Charles Wilkes also visited the beautiful islands of Hawaii. In fact, in 1840 he made the statement that the huge lagoon of Pearl Harbor would serve as an excellent naval base.

It was a few years after this that Hawaii was seized and held by the British for five months. Commodore Lawrence Kearny, en route to the States from China in uss *Constellation*, protested this cession. Hawaii was returned to its own rule 22 days later.

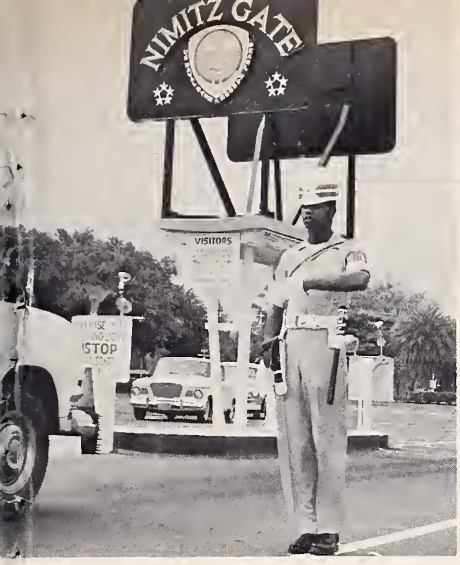
Once again, when the rulers of Hawaii were in trouble, the Navy came to the rescue. In 1874, at the request of King Kalakaua, landing parties from uss *Tuscarora* and uss *Portsmouth* came ashore to prevent possible trouble over elections. In the following year, 1875, came permission to establish a naval base at Pearl in return for an agreement by the U. S. to lower its tariff on Hawaiian sugar.

The treaty in 1887 between the U. S. and Hawaii gave the U. S. "exclusive rights" to Pearl Harbor and also gave permission to make any improvements necessary to the harbor. The little coaling station already in existence there was eventually to develop into the largest industrial organization in the Pacific, Pearl Harbor Naval Shipyard.

In 1891 Hawaii's Queen Liliuokalani ascended the throne. Although a

OUT OF THE PAST — Naval Base at Pearl Harbor has a long and interesting history. The Pearl Harbor scene looked like this back in 1925.





GATE to base at Pearl is a busy spot.

in Hawaii

brilliant (and handsome) woman, she ran into difficulty with her own government and was dethroned two years later. A provisional government was established in 1893 and the Republic of Hawaii was proclaimed in 1894. The Hawaiians began a campaign to get the U. S. to annex the islands. The annexation campaign was finally successful and in 1898 the islands became a part of the U. S.

But as far as the Navy was concerned, development of facilities at this time was moving very slowly. For two decades little was accomplished other than a survey of Pearl Harbor's shoreline (in the 1890s) and the dredging of its channel entrance (in 1902).

It was not until 1908 that serious development of naval facilities began. In that year, more than six million dollars was authorized for channel dredging and shop and drydock construction.

The 14th Naval District was established in 1916, with headquarters at Pearl Harbor, and more construction was authorized. In 1922 storage tanks were built for four million barrels of fuel.

World War II in Europe had already started when a new power plant, plus dredging, mooring and base facilities for Pearl Harbor were authorized and built.

December 7th, 1941 meant an immediate setback to Pearl Harbor. Besides the 18 ships damaged or sunk, great damage was done to airfield installations, and only 38 planes were able to get into the air. A total of 2335 American servicemen were killed and another 1143 were wounded. Of those killed, 2117 were Navymen and Marines.



LOOKING DOWN — *Crusader* jet circles over Pearl heading for NAS.

But the attack on Pearl Harbor served as a great impetus, too.

Within a matter of hours, Navymen and civilian workers at the naval shipyard started the job of raising the sunken ships. Out of the 18, 13 were repaired and saw action during World War II.

NAS Barber's Point, under construction at the time of the attack, was commissioned less than five months later, in April 1942.

In October 1942, a naval supply depot was established in Pearl Harbor to provide materials and related services to Fleet and shore-based activities in the central and western Pacific.

Underground fuel storage tanks were built and completed in 1943.

At the height of World War II the civilian force in the Naval Shipyard had increased from 3300 to a total of 26,000. This increase was representative of the expansion of facilities, equipment and services provided by naval activities in Hawaii.

In 1950, as hostilities broke out in Korea, Pearl Harbor was again playing a major role—as a repair base, refueling and supply center.

In the past decade, the Navy has turned its efforts to improving its many operations in Hawaii. New facilities, ships and equipment were added to bolster offensive and defensive capabilities. Improved radar and communication stations built in Hawaii forged a greater link in the Pacific's defense warning system, and assisted the U. S. accomplishments in outer space.

Today, the Hawaiian island of Oahu is the nerve center of the aforementioned world's largest naval command, the U. S. Pacific Fleet.



BY THE YARD — Aerial view of Pearl Harbor Naval Shipyard, which performs all phases of ship repair and overhaul.

Pearl Harbor Complex

A SUNNY, TEMPERATE climate, sandy beaches, and lush, tropical vegetation have earned for the islands of Hawaii an international reputation as the Paradise of the Pacific.

Other aspects of Hawaii, such as her strategic location between the U. S. mainland and the Far East, have made her the obvious hub of U. S. Pacific military operations.

For the Navy, most of the headquarters facilities are centered in and around the U. S. Naval Base complex at Pearl Harbor, five miles (if you're a crow) from Honolulu, on the island of Oahu.

A lot of planning and paperwork is done at Pearl Harbor. Located there, as indicated in the preceding pages, are the headquarters for the commanders and staffs of CINCPAC and CINCPACFLT, and major subordinate commands, including SERVPAC, SUBPAC, and ASWFORPAC.

The Pearl Harbor Naval Base complex is also a place where a lot of work is done—the kind that can be accomplished only with good tools, proper facilities, and men who can roll up their sleeves and know exactly what they are doing.

The base is a nuts-and-bolts component of the 14th Naval District which directs the efforts of many Pearl Harbor commands towards the support of Fleet units. It includes such activities as the Naval Shipyard, Supply Center, Submarine Base, Naval Station, and Ammunition Depot. More than 80 ships from various Fleet type commands are homeported at Pearl; mostly submarines of SUBPAC, destroyers of CRUDESPAC, and Fleet service ships of SERVPAC.

The Submarine Base occupies 80 acres of the over-all naval base. At last count, the SubBase had 75 permanent buildings. It has been the focal point of Pacific underseas operations since it was established in 1919. Its capabilities can be judged by the fact that more than 400 subs were overhauled, refitted, or repaired, during one 11-month period of World War II. Pacific Fleet submarines, and the tenders and rescue ships that make up SUBPAC, are operationally controlled at Pearl Harbor's submarine headquarters.

The Pearl Harbor Naval Shipyard, more than 50 years in operation, has become the largest industrial organization in the Pacific. With four drydocks, two marine railways, and a variety of shop facilities, the shipyard services an average of 800 ships each year. It has more than 5000 civilians on the payroll; is believed to be Hawaii's largest employer. It performs all phases of ship repair, overhaul and alteration.

Within the confines of the naval base, between the shipyard and the SubBase, is the sprawling, multi-building Naval Supply Center, a major Pacific Fleet storehouse. NSC receives, stores, and issues all types of material to local activities, and to forces afloat. The center has storage spaces and fuel farms throughout the Pearl Harbor perimeter, and in the foothills of Oahu. It is considered Hawaii's second largest Navy employer (next to the shipyard), with more than 1000 men and women on the payroll. Five hundred pieces of heavy equipment, including fork trucks, cargo cranes, plane leaders, and tractors, are used in the day-to-

day function of the center. It stocks more than 100 million dollars worth of Navy supplies, has 325 buildings, and 25 cargo ship berthing spaces are located here.

PEARL HARBOR'S Naval Station, formerly a receiving station, provides in-port services for ships of the operating forces, and receives and processes men heading for duty with western units of PACFLT, as well as those returning to the U. S. mainland via Pearl Harbor. (It has been estimated that 90 per cent of all Navy officers and enlisted men on duty in the Pacific area pass at least once through the naval station at Pearl.) Many recreational activities for the entire Pearl Harbor base complex are administered by the naval station.

Base security (Pearl Harbor is very security minded) is provided by Marines who stand gate sentry duty at the base's three main entrances, and by Navy shore patrols, civilian police, and Marine roving patrols who walk and ride various beats. The Pearl Harbor Marine Detachment has its own barracks, medical, and exchange facilities near the shipyard.

The Pacific Fleet's busiest school, the Fleet Training Center, is located at Aiea overlooking Pearl Harbor's East Loch. Approximately 14,000 officers and men are graduated from FTC each year after having been trained in 56 nautical courses. Millions of dollars worth of radar, sonar, gunnery and other equipment are used as training aids by the school's 60 expert instructors (Navy enlisted men). FTC provides technical training under simulated battle conditions, using replicas of shipboard equipment. Courses vary in length from one-half day to seven and one-half weeks. The Pearl Harbor FTC is one of five such Fleet Training Group activities under the management control of the Bureau of Naval Personnel (the others are located at Guantanamo Bay, Cuba; Norfolk, Va.; Newport, R. I.; and San Diego, Calif.).

NAVAL BASE FUNCTIONS which branch out to other areas of Oahu include the Ammunition Depot, of which there are three branches (at Lualualei, on the southern side of the island, which covers 11,000 acres, and at West Loch and Waikele Gulch). The largest naval ammunition storage area in the Pacific (and one of the world's largest), NAD Pearl has facilities that include 77 miles of railroad, 88 miles of roads and ammunition piers, and berthing facilities for five large cargo ships. Depot personnel, in addition to stowing and issuing ammo, inspect it for signs of deterioration, and may overhaul the ammo, reassembling fuses whenever necessary.

At the headquarters of the 14th Naval District, another Pearl Harbor fixture, the administrative functions of Navy shore activities in Hawaii and on certain islands such as Midway and Kwajalein, are coordinated by RADM Charles A. Buchanan, USN, who in addition to serving as COM 14, commands the Hawaiian Sea Frontier and the naval base itself.

A major Pacific destroyer command, DESFLOT five, is another administrative-operational unit headquartered at Pearl Harbor. The



AT HOME — Ships rest at Pearl's Bravo dock. *Below:* Subs pass Diamond Head heading in to their base.



FAMILIAR SIGHTS at Pearl Harbor Naval Base are buildings housing ComASWForPac and Naval Station headquarters.









SCHOOL DAYS — Test in basic radio is given by Pearl FTC. *Rt:* Future sub skippers work problem at Pearl.



DESFLOT has the largest number of combat surface ships based in Hawaii. It provides ships for ASW work, barrier patrol, search and rescue, and various other operations.

Across the island from Pearl Harbor is the Naval Air Station at Barber's Point—one of the Navy's largest. Barber's Point is a support base for Fleet air units, as well as home base for utility, patrol and rescue planes. Naval Air Bases, 14ND, is headquartered at Barber's Point, as is the Pacific Barrier, from which operations of early warning radar planes and picket destroyers are directed. The Fleet Air Hawaii Command, also headquartered at Barber's Point, controls Navy air power over one-sixth of the Pacific Ocean area.

On Makalapa Ridge, which is usually considered part of the Pearl Harbor complex (even though it is outside the confines of the naval base fences), the operations of the Pacific Naval Construction Battalions are directed by RADM H. G. Clark, CEC, USN.

The naval base at Pearl Harbor is a big one. Above is only a thumbnail sketch of this vast complex.

A lot of people—thousands of them Navymen—work there and like it. The sunny, temperate climate, sandy beaches, swaying palms (and hula girls) and lush tropical vegetation, plus plenty of commissary, exchange, medical, and entertainment facilities, make living at Pearl Harbor not only easy, but quite nice, thank you.

SKYSCRAPERS — Big dish is part of moon relay system at Pearl. *Rt:* NSC has largest floating crane in Pacific.





At Their Service

THROUGHOUT THE PACIFIC Navy chaplains are organizing services in observance of Easter Sunday.

In the hangar bays of aircraft carriers, in mess deck spaces and troop compartments of smaller ships, and at remote island bases, religious services will be available to the Pacific Fleet's 250,000 Navymen and Marines, no matter where they are.

Easter in the Pacific is a reflection of Fleet religious activity conducted throughout the year by ordained ministers, priests, and rabbis who wear the naval officer's uniform.

In the Pacific, 65 chaplains are Catholic priests, 173 represent Protestant denominations, and four are Jewish rabbis.

Sixty serve at shore installations on the U. S. west coast, in Hawaii, the Far East, and at isolated Pacific islands; 73 others serve the Pacific Fleet Marine Force, and 109 are assigned to seagoing units.

Supervising Pacific chaplain activities is CAPT Robert W. Coe, CHC, USN, who, with an office at Service Force headquarters at Pearl Harbor, Hawaii, serves as SERVPAC Force Chaplain and Fleet Chaplain.

Each chaplain is responsible for the spiritual health of approximately 1100 men. Most conduct more than one service each week. For example, a chaplain attached to a destroyer division of four ships will hold Sunday services on board each of them.

Ship-to-ship travel is accomplished by means of helicopter, motor launch, and highline transfer. The latter method is used most frequently.

Because of heavy travel schedules, Pacific Fleet chaplains use portable service kits. One, carried in a suitcase that opens into a small altar, is complete with cross (or crucifix), chalice, candlesticks and Bible stand.

Another, primarily for use in the field, contains the same equipment with the exception of the folding altar, and is carried in a canvas pack rigged with shoulder straps.

The Navy adheres to set criteria in selecting chaplains. Each must have completed four years of college and at least three years at a theological seminary. In addition, each must be ordained by his church, and have church approval for Navy service.

New chaplains are automatically commissioned LTJG instead of ENS, because of their many years of preliminary schooling. After they are commissioned, they follow the same promotion procedure as that for general line officers.

Also conducting services throughout the Pacific Fleet are more than 400 lay leaders of all faiths. These men, ranging from junior enlisted men to senior officers, lead divine services in the absence of a chaplain or organized church. They function primarily at sea aboard small ships or in the remote areas of the Pacific. They are selected by their commanding officers on the basis of their known religious interest, desire and moral character.

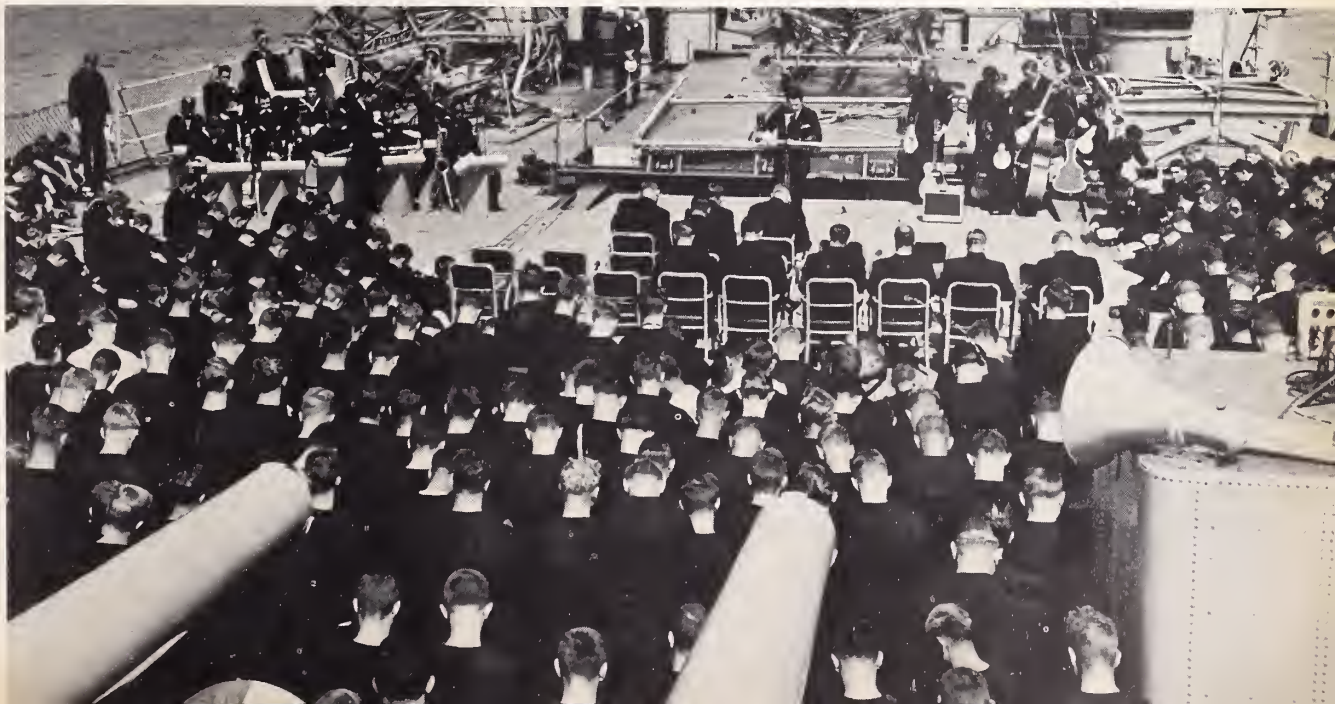
For the men of the Fleet who spend the majority of their time at sea, halfway around the globe from their homes, religion is an important facet of their daily lives.

— Chuck Brown, JO1, USN.



MESSAGE FROM ABOVE — A Navy Chaplain is lowered from helo to fantail of DD to conduct services.

SEA SERVICE — Cruisermen are assembled on their ship's fantail for religious service conducted by Navy Chaplain.



SEVENTH FLEET SAILS ON

READINESS is the password and the motto of the Seventh Fleet. In essence, this naval force is a Task Fleet—large, mobile, potent—located in a forward area that is vital to the Free World.

Serving as a visible and ever present deterrent to aggression, it has the capability of functioning in hot or cold wars, in limited wars, and also as a friendly force linking the United States to our allies separated from us by the largest stretch of water in the world.

To give you an idea of the *job* that it must perform, the Seventh Fleet is responsible for more than one-sixth of the earth's surface. That includes some 30,000,000 square miles from the Sea of Okhotsk in the north down to the Antarctic continent, and it extends from a longitudinal line running 600 miles east of Guam to another line running south from the Burma-East Pakistan border.

To give you an idea of its *power* to perform this job, the Seventh Fleet has the defensive and offensive capability of delivering, in a single operation, as much power as all of the combined Allied and Axis forces during World War II.

Generally speaking, the Seventh Fleet includes all of the operating U. S. naval and Marine forces in the western Pacific, plus their mobile support forces. It is a balanced sea, air and Marine Corps force of approximately 125 ships, 650 aircraft and 64,000 men.

HEADING THIS MOBILE force is COMSEVENTHFLT, Vice Admiral Thomas H. Moorer, USN, a naval aviator who, among his numerous decorations, wears the Purple Heart for wounds received in World War II. Commander Seventh Fleet leads an organization that is divided into several functional task forces. These include the *Patrol Force,* the *Logistic Support Force,* the *Amphibious Force,* the *Attack Carrier Striking Force* and the *Fleet Marine Force.*

• ***The Patrol Force*** is charged with the vital mission of maintaining anti-submarine surveillance along with search and rescue operations. This force normally consists of a destroyer division and several squadrons of land- and water-based patrol aircraft serviced by a seaplane tender.

One of its major units is the Taiwan Patrol Force, whose mission is to detect any evidence of communist aggression against the Republic of China.

• ***The Attack Carrier Striking Force*** is the hardest hitting element of the Seventh Fleet. It is known as Task Force 77. The core of COMSEVENTHFLT's offensive striking capability, it is divided into three equal attack carrier striking groups, each of which consists of an attack carrier, plus a cruiser and four to six destroyers. Each carrier normally has from 60 to 90 aircraft, including heavy and light attack planes, fighters, reconnaissance and photographic aircraft.

• ***The Fleet Marine Force*** (Task Force 79) is an air-ground team that has the capability of serving as a spearhead in limited conflict, as well as in a sudden emergency, by putting about 25,000 men ashore in an amphibious assault, supported by more than 100 Marine fighter and attack aircraft. The Third Marine Division, usually located on Okinawa, makes up the ground force, while the First Marine Aircraft Wing, normally at Iwakuni, Atsugi and Okinawa, carries out the FMF's air responsibilities. In addition to fighter and attack aircraft, the wing has 60 helicopters in which assault troops can be lifted over the beaches to seize immediate objectives that are inland. Transport planes attached to the wing can carry large loads of troops and equipment to the scene of action.

• ***The Amphibious Force*** (Task Force 76) is composed of attack transports, attack cargo ships, landing ships, beach landing craft and an amphibious assault ship. Geared for quick, mobile action, it is capable of putting forces ashore anywhere in the Pacific where an emergency may arise, and sustaining these forces during the action. This force normally consists of one amphibious squadron, which can lift a regiment of about 6000 Marines at a time, plus







MANPOWER

ground support equipment for their aircraft.

For the past couple of years the Seventh Fleet has kept one battalion of Marines afloat, ready to go at any time, in an amphibious assault ship, attack transport and a landing ship, dock. Known as the Amphibious Ready Group, it can put about 1400 Marines into a trouble spot very quickly.

• ***The Mobile Logistic Support Force*** (Task 73) has a big order to fill in supporting the Seventh Fleet. It must keep its ships loaded with food, fuel, and ammunition in order to keep them at sea. To accomplish this, the task force has 30 ships—repair ships, refrigerated stores ships, ammo ships, salvage ships, fleet oilers, fleet tugs, a degaussing ship and numerous small craft—and 5000 men to perform varied logistic duties.



CHIEF TO CHIEFS — ComSeventhFlt, VADM T. H. Moorer, USN, chats with chief petty officers during visit to *USS Bon Homme Richard* (CVA 31).

THE FOREGOING gives a broad picture of the organization of the Seventh Fleet but it by no means covers all of its jobs and responsibilities.

Among the smallest ships of the Seventh Fleet—and also among its "leaders"—are the minesweepers. They are part of Mine Flotilla One, consisting of a division of ocean minesweepers, two divisions of permanently assigned coastal minesweepers, and a division of minesweeping launches. When operating in relatively shallow waters adjacent to the shore, these small wooden ships, with crews of less than 40 men, actually may serve as leaders for the big boys.

The Seventh Fleet's Mine Countermeasures Group, with 13 minesweeping craft and 10 minesweeping launches, is used for close in-shore work. This group's mission is to clear enemy mines from an area of military operations, either a harbor channel or an amphibious landing beach.

The Seventh Fleet also performs a











ON DECK — Windlass controls are manned as PacFleet cruiser drops hook.

continuing job in the Navy's antisubmarine warfare program. Task Group 70.4, a hunter-killer group, devotes full time to ASW. The usual composition of the group is one antisubmarine carrier, six to eight destroyers and one or more submarines, augmented by shore-based aircraft.

Planes of the antisubmarine carrier USS *Yorktown* (CVS 10), for example, include 22 antisubmarine aircraft, 16 helicopters with sonar equipment which can be dipped in the water to detect submarines, and four radar-equipped search planes. These aircraft cooperate closely with the ships in the group. Once an enemy submarine is detected by this group, it is unlikely to escape destruction. Antisubmarine warfare is also one of the principal jobs of the Patrol Force, Task Force 72.

Attached to the Seventh Fleet at all times is a group of submarines, usually eight or more, including at least one underseas craft armed with the *Regulus* guided missile and one nuclear-powered submarine. To the rest of the fleet, these submarines are often the "friendly enemy"—since they perform the work of elusive targets in the never ending "detection and destruction" training.

WHY DO WE NEED a naval force like the Seventh Fleet sailing in the far reaches of the western Pacific?

A look at the geography of this part of the world, and mention of some historical notes will provide a ready explanation.

A map shows the Seventh Fleet operating in an area which borders on South Korea and the communist-ruled area of northern Korea. The Taiwan Patrol Force sails in waters between the Republic of China, in Taiwan, and the communist-held mainland of China. Further south is the single nation of Vietnam which is divided and ruled by opposing Vietnamese governments.

Here too, in the Pacific-Indian Ocean area, are these countries that are allied with, or friendly to, the Free World: The Philippines, Japan, Thailand, India, Pakistan, Burma, Cambodia, Malaya, Indonesia, Australia, New Zealand—and the tiny, troubled nation of Laos.

The Seventh Fleet is operating in this area as a deterrent to aggression. That is its most important mission —to defend the United States and our allies in this area against attack.

A SECOND MISSION of the Seventh Fleet is to participate in coordinated training with our friends and allies to improve our mutual capability for defense. The Seventh Fleet regularly conducts mutual training with ships of the Republic of China, Japan, the Republic of Korea, the Republic of Vietnam and all of the SEATO powers.

The third mission is to strengthen the bonds of friendship between Americans and the people of the free nations of the western Pacific.

COMSEVENTHFLT's fourth mission is to provide rescue and humanitarian services in accordance with the traditions of the sea.

HERE IS A TYPICAL DAY in the fast-moving life of the Seventh Fleet family of ships and men. It represents an actual "routine" situation.

• South of Honshu, Japan, an attack carrier striking group of Task Force 77 is busy conducting on-the-job training.

• Near Okinawa, another attack carrier striking group and a hunter-killer group are occupied in a combined anti-air and antisubmarine exercise. During the day an ammunition ship, a refrigerator ship and two oilers arrive and complete replenishment of fuel and supplies.

• At the same time, the third attack carrier striking group is on duty in the South China Sea.

• A division of four destroyers has just left Yokosuka, Japan, headed back 7000 miles for their home port of Long Beach, Calif.

• East of Kyushu, two submarines practice detection and attack, using each other as targets. Two more submarines are just about to enter Naha, Okinawa, after lengthy operations. A hydrographic submarine is making ocean surveys east of the Philippines.

• The aircraft of the Patrol Force are carrying out their daily reconnaissance in the Sea of Japan, East China Sea, Taiwan Strait and South China Sea, while the destroyers of that force patrol the strait.

• Three minesweepers are assisting in the training of Vietnamese naval personnel near D-Nang, Vietnam. Two others are in port at Imabari, Japan, and two more are arriving in Subic Bay. A new division of five minesweepers has just joined the Seventh Fleet from the east.

• The Amphibious Ready Group is also in Subic Bay, training its embarked Marines.

• Five landing ships, tank, are at Numazu, Japan, loading Marines who have been in the Fuji training area for a trip back to Okinawa.

—And, enjoying rest and recreation in Hong Kong (see page 62) are an attack cargo ship, a cruiser, an ammunition ship, an attack transport and an oceangoing tug.

Seventh Fleet duty is tough duty, but it's interesting duty, and its ships make some of the most colorful liberty ports in the world.

LAST MONTH, the Seventh Fleet celebrated its 20th birthday. It was established on 15 Mar 1943, with Vice Admiral A. S. Carpender as Commander Seventh Fleet. During the remainder of World War II, the Seventh Fleet participated in major operations as the naval component under General Douglas MacArthur, Supreme Commander Southwest Pacific Area. Its best known action was in the Leyte Gulf campaign, under Vice Admiral T. C. Kinkaid.

At the end of World War II,

China, with its seacoast and surrounding areas, was assigned as the Seventh Fleet's area of responsibility. The fleet's functions in this area were similar to those performed by the pre-war Asiatic Fleet. In 1947 the command name was changed to Naval Forces Western Pacific. Two years later it became a dual command and shortly after, the former title was dropped and it was again known as Seventh Fleet.

During the Korean conflict, the Seventh Fleet was on the job pronto. Two days after the North Korean attack on South Korea on 25 Jun 1950, Task Force 77 was formed in Subic Bay, P. I., and with the flagship USS *Rochester* (CA 124) sailed for Buckner Bay, Okinawa.

President Truman directed the Seventh Fleet to:

- Support South Korean Forces in operations south of the 38th Parallel.
- Prevent an invasion of Formosa and insure that Formosa was not used as a base for military operations against the Chinese mainland.

On 3 Jul 1950, Task Force 77 launched the first naval air strike in the Korean conflict, marking the first time in history that Navy jet aircraft were used in combat. (See ALL HANDS, December 1962, p. 59).

With more ships reporting to the Seventh Fleet, the fleet grew in size as it participated in every major operation during the lengthy Korean campaign.

WITH THE END of the Korean conflict, Seventh Fleet remained on the job. Then in late 1954, the Chinese communist forces began concentrated attacks on the Chinese Nationalist-held Tachen Islands located 120 miles northwest of Formosa. The Seventh Fleet was ordered to stand by for possible assistance to the Nationalists in evacuating the Tachens. On the morning of 6 Feb 1955, orders came from the President to proceed with the operation. During the period 6-13 February, units of the Seventh Fleet and the Chinese Nationalist Navy successfully evacuated more than 18,000 civilians and 20,000 military personnel from the islands.

As part of the reorganization of the Pacific area under Commander-in-Chief Pacific on 1 Jul 1957, the title of Commander-in-Chief Far East was disestablished and the missions and forces of this command were reassigned. Following this, Commander Seventh Fleet was assigned operational control of the Third Marine Division; the First Marine Aircraft Wing; Amphibious Group Western Pacific; Submarine Group Western Pacific; Mine Flotilla One; and Service Squadron Three.

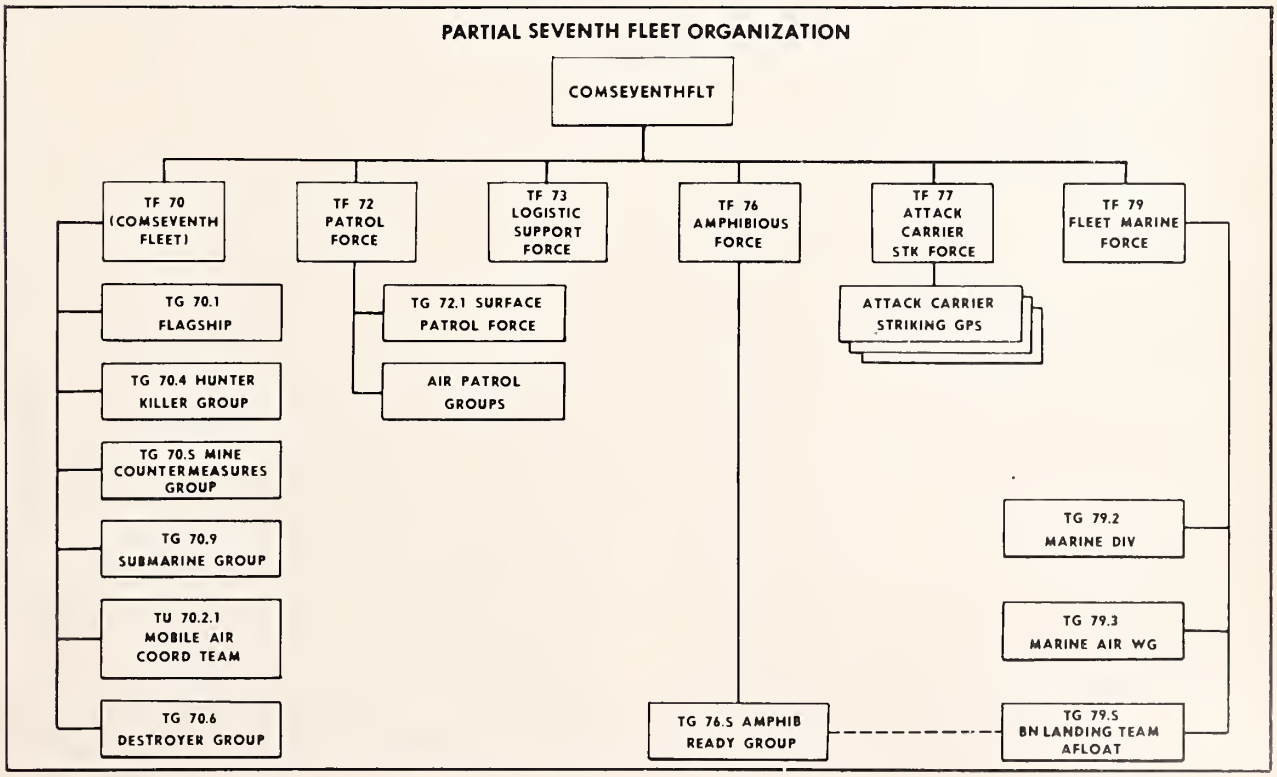
ON 24 AUGUST 1958, the Chinese Communists began firing on the Nationalist-held islands of the Kinmen group near the Chinese mainland across the strait from Taiwan. The Seventh Fleet was again alerted. Immediate action was initiated on 24 August in the form of a large air defense exercise in the Taiwan Strait, utilizing high performance jet aircraft.

A rapid build-up of U. S. forces in support of Taiwan commenced. These included a Marine air group based at Ping Tung, a strengthened Taiwan Patrol Force and a general building up of ships and aircraft of the Seventh Fleet for its many jobs.

By the end of October 1958, when the Chinese Communists had reduced their actions on the Kinmens to an every-other-day sporadic shelling, 140 U. S. ships, including seven large carriers and their embarked aircraft, had been committed in direct support of the defense of the island of Taiwan.

Today, as in the past, the Seventh Fleet is on the alert in the western Pacific. As can be seen, both from the standpoint of geography and responsibility, it has a tough assignment. But the men and ships of the Seventh Fleet have demonstrated that they're ready for any job coming their way—ready, willing and able.

PARTIAL SEVENTH FLEET ORGANIZATION



THE FIRST FLEET

NAVYMEN IN the Pacific from San Diego to Hawaii know the First Fleet well, for its bailiwick is the eastern and central Pacific.

Men in the western Pacific's Seventh Fleet are well acquainted with the First Fleet, for many of them are graduates of its training.

Like the Seventh Fleet, the First Fleet is capable of running a sea-air offensive, or deploying for naval defense of the United States. However, it has earned a reputation as a "proving ground," testing Pacific Navymen and their ships for combat readiness. New crews reporting to the First Fleet for the first time undergo a thorough seagoing indoctrination, while seasoned sailors rotating from duty in the western Pacific improve their readiness through refresher training.

Incidentally, the men on board the First Fleet flagship came in for some refresher training last March.

The reason behind the training was the transfer of the flag of VADM Robert T. S. Keith, USN, from *Helena* (CA 75) to *Saint Paul* (CA 73) while the two ships were moored together at San Diego.

From his new flagship, VADM Keith will be constantly on the move overseeing First Fleet operations just as he was when the venerable *Helena* carried his flag.



VADM Robert T. S. Keith, USN ComFirstFlt

Teaching men the art of sea warfare through naval exercises is an important part of COMFIRSTFLT's job.

The training provided by the First Fleet is in conjunction with the work of the type commands. Sometimes just one or two type commands may be involved—for example, in an AAW or ASW exercise—but more frequently several type commands are brought into play.

Fleet training also meshes with that of the Army, Air Force and Marines—particularly in amphibious and nuclear strike joint exercises.

It also involves the Coast Guard, as the First Fleet has the duty to protect shipping and assist in rescue operations in a territory roughly equivalent to that of the Western Sea Frontier.

Since the weapons of modern warfare may largely ignore national boundaries, the First Fleet also combines forces with those of Canada in exercises involving the defense of the hemisphere.

Under its task forces, the First Fleet includes strike carrier groups; AAW/ASW groups; HUK groups; an amphibious group; ready escort groups; logistic support groups; and (when activated) movement groups.

Any Navyman can readily see how these combinations would be most useful in the Pacific area in the event of aggression against any friendly power in the Far East, or against the United States.

IN KEEPING WITH its mission, the First Fleet keeps its commands busy with training operations involving various type commands, and exercises involving other services and operations in which First Fleet commands cooperate with the forces of other countries in training exercises.

The emphasis in these exercises,

TRAINING — *USS Topeka* (CLG 8) maneuvers with carrier, and LCVPs move out in First Fleet exercises.





FIRST FLEET ships enter San Francisco Bay. Below: Mineman of MinPac readies drill mines for exercise.

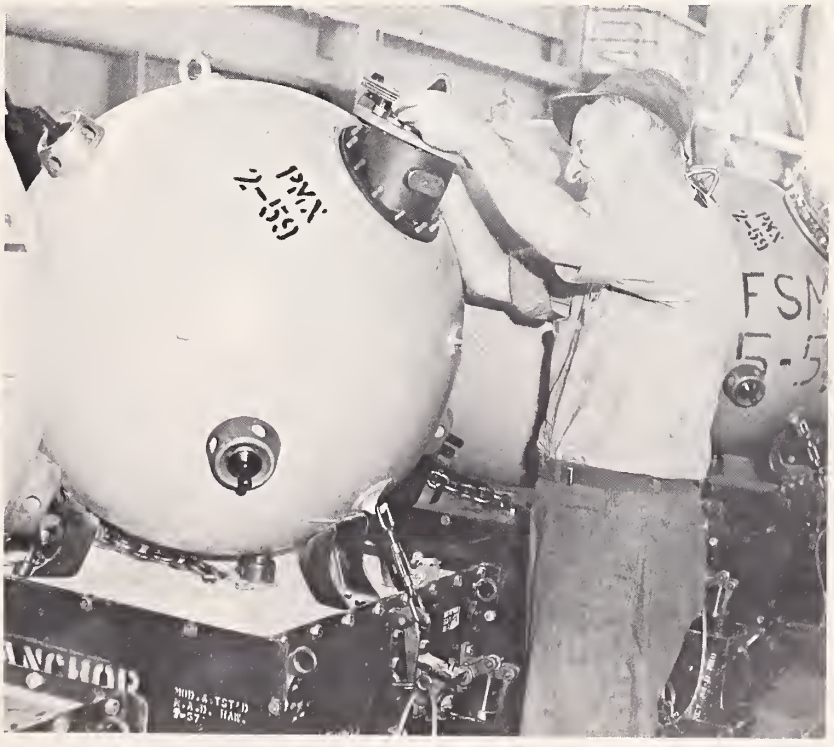
as one might expect, is on strike force, antiair and antisubmarine warfare and mobile logistic support.

Early this year, for instance, West Coast units received a workout in Exercise Saddle Blanket. It was a good example of inter-type cooperation since the exercise brought into play electronic countermeasures, antiaircraft and antisubmarine warfare, training in nuclear weapons loading, nuclear strike warfare, underway replenishment and electronic and photographic reconnaissance.

Another exercise—Steel Gate, was scheduled for March. It was amphibious in nature—an exercise in planning and conducting an amphibious assault and the ensuing inland operations under threat of a nuclear attack.

These are only the latest in a long string of exercises, for the First Fleet is constantly in a state of training; always ready to supply the Seventh Fleet with trained men and always ready to deploy under emergency conditions.

— Robert Neil







IN THE AIR — A *Neptune* SP-2E out of Okinawa fires rockets. *Rt:* F-4 *Phantom* is speed king of NavAirPac.



Air Power in the

ABOARD CARRIERS and at bases throughout the Pacific, the Navy's aircraft provide defense, attack, reconnaissance, and logistic capabilities for the Fleet. The striking power and range of the attack aircraft provide a very real deterrent to any potential enemy.

Carrier-based squadrons are able to move rapidly from one trouble area to another, taking advantage of their mobile bases.

USS *Constellation* (CVA 64) is the latest carrier to join the Pacific Fleet. There are now nine attack carriers in the Pacific, along with four antisubmarine warfare support carriers.

All these ships and aircraft are part of Naval Air Force, Pacific, a type command under VADM Paul D. Stroop, USN. His headquarters are located at San Diego, California.

To illustrate the potency of a strategically deployed carrier, let's look at a CVA in the South China Sea. The influence of her aircraft might be felt in Japan, Korea, Red China, the Philippines, most of Southeast Asia, and Australia. This sphere of influence is increased by replenishment and support at sea by ships of the Pacific Fleet Service Force.

With at-sea support, the carrier is able to operate independent of overseas bases and, moving at speeds over 30 knots, she can change her sphere of influence to meet changing situations.

The nine attack carriers in the Pacific are: USS *Bon Homme Richard* (CVA 31), *Constellation* (CVA 64), *Coral Sea* (CVA 43), *Hancock* (CVA

SKY GUARDS — USS Coral Sea (CVA 43), *Kitty Hawk* (CVA 63) and *Ticonderoga* (CVA 14) preserve peace in Pacific.









PLANE TO SEA — Powerful *Skywarrior* returns to carrier. *Rt: Demon* lets loose with *Sparrow III* missiles.

Pacific

19), *Kitty Hawk* (CVA 63), *Midway* (CVA 41), *Oriskany* (CVA 34), *Ranger* (CVA 61), and *Ticonderoga* (CVA 14).

Antisubmarine protection is provided by uss *Bennington* (CVS 20), *Hornet* (CVS 12), *Kearsarge* (CVS 33), and *Yorktown* (CVS 10). There are 12 antisubmarine carrier-based squadrons, some of which are helicopter squadrons.

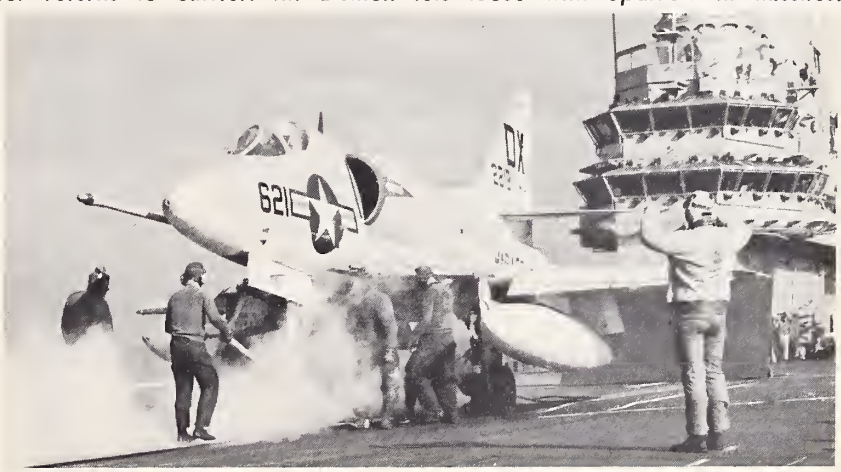
But air ASW capability is not limited to the CVSs and their embarked ASW squadrons. There are also 15 long-range ASW patrol squadrons of seaplanes and land-based planes operating in the Pacific.

We've listed the carriers—now let's take a look at some of the aircraft that give these carriers their punch. Here are a few of the newer ones:

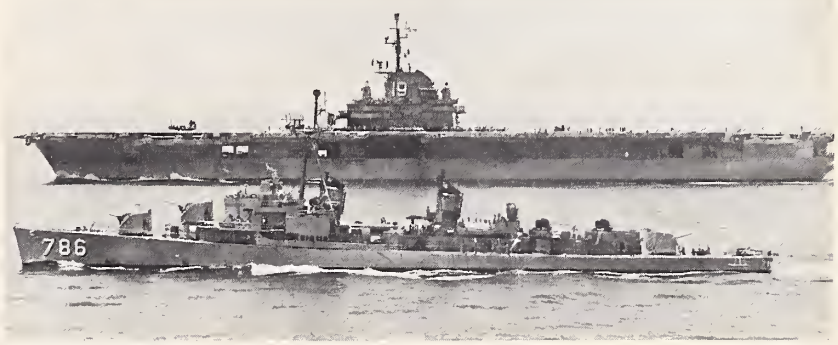
• The A-3 (formerly A3D) Douglas *Skywarrior*. Specifically designed for carrier operations, it is one of the Navy's most powerful aircraft. It is a twin-jet, swept-wing attack bomber, capable of carrying the largest bombs, including those with nuclear payload. It may be used for high-speed or low-level attacks.

• The A-4 (formerly A4D) Douglas *Skyhawk*. Smaller and lighter than many jet fighters, this single-jet, single-seat attack bomber can carry all types of bombs, including nuclear weapons. It has a top speed of nearly 700 mph.

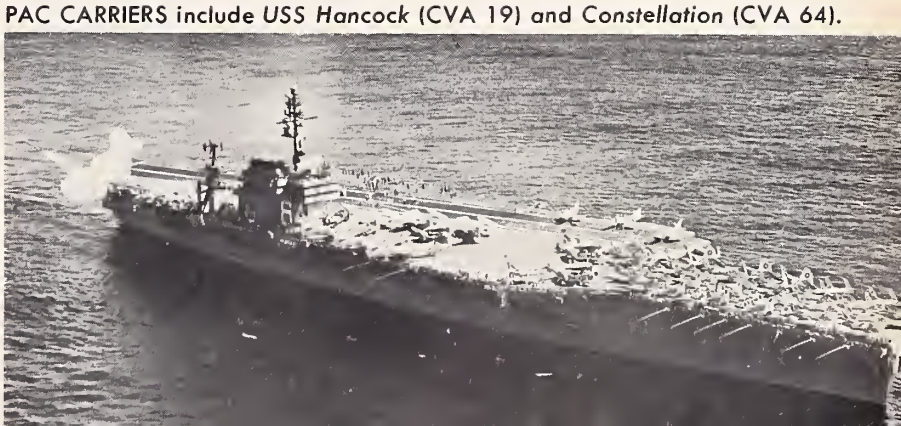
• The F-3 (formerly F3H) McDonnell *Demon*. This is a single-seat, single-jet, all-weather fighter capable of speeds in excess of 700 mph.



ALL STEAMED UP — Cat team on board *USS Coral Sea* readies A-4 *Skyhawk*.



PAC CARRIERS include *USS Hancock* (CVA 19) and *Constellation* (CVA 64).







AMONG PACIFIC's floating air stations are *USS Oriskany* (CVA 34) and *Bon Homme Richard* (CVA 31).



• The F-4 (formerly F4H) McDonnell *Phantom II*. This plane can fly at twice the speed of sound. It is the Navy's first two-seat, twin-jet interceptor, carrying a radar operator in addition to the pilot. The *Phantom* has greater range than most jet fighters and is capable of operating effectively day or night in any kind of weather. It can also carry multiple loads of *Sparrow III* and *Sidewinder* air-to-air missiles plus conventional and nuclear bombs.

• The F-8 (formerly F8U) Chance Vought *Crusader*. A carrier-based fighter, it is a single-seat supersonic all-weather aircraft armed with 20mm cannon, 2.75-inch rockets and *Sidewinder* heat-seeking missiles. This is also a fast plane, with a top speed of almost 1200 mph.

• The E-1B (formerly WF-2) Grumman *Tracer*. Nicknamed "saucer" because of its saucer-like radar gear, it is a prop-driven, twin-engine early-warning aircraft.

• Other important naval aircraft include the S-2 (formerly S2F) Grumman *Tracker*, an ASW aircraft; the P-2 (formerly P2V) Lockheed *Neptune*, a twin-engine patrol plane; and the P-5 (formerly P5M) Martin *Marlin* seaplane, carrying the latest in search and detection equipment and armed with ASW weapons.

• An old reliable is the single-engine, prop-driven A-1 (formerly AD) Douglas *Skyraider*. This aircraft is capable of carrying large loads of bombs and rockets and can provide close ground support for Marines and Infantry.

These are some of the mainline aircraft in the Pacific Navy. Utility and logistic support wings round out NAVAIRPAC. — **Jim Lewis, JO2, USN.**

BIRDMEN — Jet pilots are briefed for Pacific mission. *Below:* Carriers *USS Midway* (CVA 41) and *Ranger* (CVA 61).







READY GROUP — ASW task force groups around *USS Kearsarge* (CVS 33) as they ready for the sub hunt.

COMASWFORPAC

MANY SUBMARINES operate on and under the millions of square miles of Pacific Fleet waters that stretch from the Arctic to the Antarctic, and from the West Coast of the U. S. and South America to the middle of the Indian Ocean.

Generally, they can be categorized as follows:

(1) U. S. subs and those of U. S. allies.

(2) Others.

It is the second category that is of highest interest to the Pacific Fleet's Antisubmarine Warfare Force, with headquarters at Ford Island in Pearl Harbor, Hawaii.

ASW Force Pacific is in business to keep tabs on submarine activity.

Although most details of the Force operations are known only to those who conduct them, business seems to be booming. It appears there are no dissatisfied customers, at least on the surface.

Established in March 1960, COMASWFORPAC (for Commander, Antisubmarine Warfare Force, U. S. Pacific Fleet) directs the operations of Fleet surface ships, submarines and aircraft. The job is to detect and maintain surveillance over all unfriendly subs in Pacific waters and, if it's ever necessary, be prepared to fight them.

The Force works closely with other Pacific Fleet commands. Its operations require both offensive and defensive capabilities.

ALTHOUGH THE FORCE is relatively new, it has years of experience in its commander, Vice Admiral John S. Thach, who helped pioneer modern hunter-killer techniques in the Atlantic, then moved west to help reorganize Pacific ASW operations.

The Force planning headquarters at Ford Island is staffed by hand-picked (usually by VADM Thach) officers representing the Air Force, Coast Guard, Canadian Navy, and civilian population, as well as the U. S. Navy.

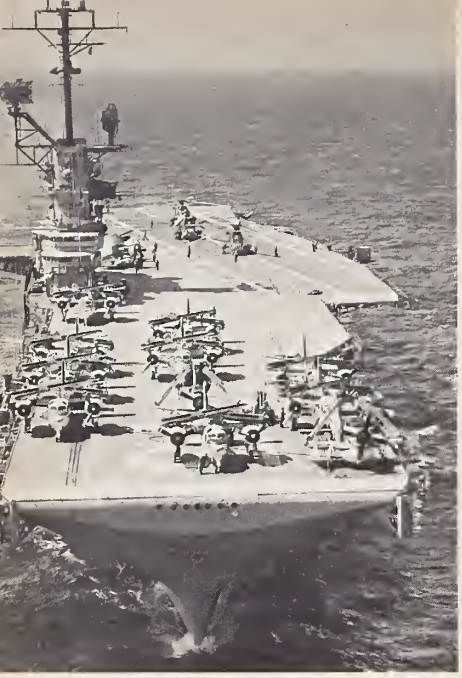
Modern ASW team tactics are "tridimensional," requiring planes, surface ships, and subs, and men who can operate them expertly.

Admiral Thach and his staffers have come up with hunter-killer forces that involve 100 ships, 500 planes, 40 submarines, 20 shore establishments and 100,000 officers and men.

Major units of ASW Pac are the anti-sub support carriers USS *York-*

NOW HEAR THIS — Copter and destroyer work together in search for sub during ASW exercises in Pacific.







TEAM MATES — ASW carriers *USS Hornet* (CVS 12) and *USS Yorktown* (CVS 10) are major units of ASW Pac.

town (CVS 10), *Hornet* (CVS 12), *Kearsarge* (CVS 33) and *Bennington* (CVS 20), and air squadrons composed of fixed wing planes and helicopters, plus long range anti-sub patrol squadrons, some land planes, and a few seaplanes.

Destroyers do hunter-killer work with the carriers and aircraft.

From time to time, depending on operational requirements, attack subs (including nuclear-powered subs) work with the hunter-killers.

Each ASW unit receives stiff operational readiness evaluations by Force inspectors before deployment. No unit deploys on an operation —unless it is ready to do the job.

BUT THE JOB is not easy, and complications are not uncommon in the complex business of ASW. COMASWFORPAC gives one example, which points up the difficulties of pinning down a sub by sonar, a chief tool of ASW:

"Imagine that on certain days the air bends radar waves all around so that the range to a target looks about five or six times what it really is. On other days the range might indicate one-fifth or one-sixth of the true distance.

"And imagine that millions of birds at high altitudes look like planes and fly with the same speed.

"Then you have an idea of how sonar acts in the water."

The job is tough, but it gets done. ASWFORPAC stresses teamwork. What one ASW unit can't do, another can. But, again, complications are not uncommon. ADM Thach recalls one "teamwork incident" during his days with Task Force Alfa in the Atlantic, the first developmental ASW combined team. Alfa units had tracked an atomic sub all day. When a destroyer lost it, two copters picked it up.

But one of the copters had me-

UP SHE COMES — *USS Blueback* (SS 581) surfaces near carrier after completion of ASW operations.



chanical trouble and the other had to accompany it back to the carrier. The sub was lost—the tracking team no longer had all its members.

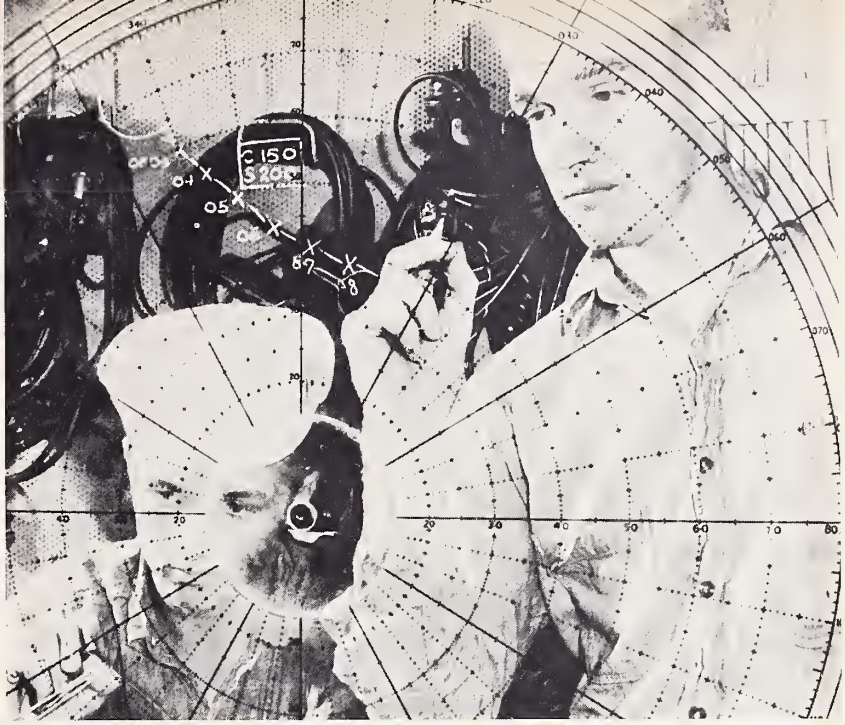
MULTI-UNIT TEAMWORK in ASW is the backbone of ever-changing plans for keeping antisub operations abreast with nuclear developments.

Unfriendly nuclear subs equipped with nuclear weapons must be detected and watched the same as conventional subs. Only it's harder to do so. (COMASWFORPAC estimates nuclear subs are 44 times harder to detect than conventional.)

The Force does the job with what it has, while keeping future requirements under consideration. A few points made recently by COMASWFORPAC:

• *Detection*—which is foremost. It can be mighty tough to find a sub, any sub. Speed, depth, length of submergence, and quietness at slow speed are important considerations. Admiral Thach thinks: "We cannot count on sound systems alone to provide definite clues on prowling subs in time to take forceful action. We have made, in recent years, perhaps, 200 or 300 per cent improvement. Nine hundred per cent may be required."

• *Classification*—the key to fast reaction. The sounds of snapping shrimp, mating whales, carpenter fish, red herring, and others, as well as submarines, are classified by detection sensors. Needed: Computers with "fingerprint files" of underseas noises that can quickly classify the clue that can trigger the kill. The quick flash of a red light could one day tell the detector if he has a valid contact.



ON THE TRAIL — Pacific Fleet destroyermen chart course of a submarine.

• *Deception*—Confuse the enemy sub commander. Operating under a thermal layer, the enemy sub can intercept all kinds of sounds on his side of the layer. But his lack of vision makes him more susceptible to deceptive action. If the ASW units can force the sub to "up periscope" to clarify his tactical situation, he loses one of his most precious possessions—concealment. He becomes vulnerable. Deceptive devices can add to his confusion. Needed: A variety of deceptive gear. Imagination and ingenuity are the main criteria.

Methodical, effective ASW work is complicated. Its importance, though, is not.

The early detection of unusual submarine activity in the Pacific could some day alert the U. S. of attack, thereby permitting an effective defense. It's a round-the-clock job that's handled by pros.

—Dan Kasperick, JO1, USN.

ASW CARRIER *USS Bennington* (CVS 20) moored at Pearl. *Rt:* VADM John S. Thach, USN, reenlists CPO aboard sub.









POLE TO PALMS — SubPac's *USS Sargo* (SSN 583) surfaces at Pole. *Rt: USS Halibut* (SSGN 587) reports to Pearl.

Submarine Force Covers Lots

SUBPAC, IT SEEMS, always has the right ship in the right place at the right time, with the right men on board—none of which is by accident.

At the Submarine Base, Pearl Harbor, Hawaii, RADM Bernard A. Clarey, USN, COMSUBPAC, keeps a close, constant watch on the operations of his submarines, sub tenders, sub rescue ships, plus thousands of submariners and administration personnel.

He always knows where his SUBPAC units are, and why.

The right place for any of these ships and men may be the North Pole, as far south as Australia or Tahiti, as far east as Panama, as far west as Ceylon, or anywhere in between.

Pearl Harbor and San Diego, Calif., are permanent base sites for most Pacific submarine forces. Subs which operate throughout the Pacific are drawn from these two bases and deployed for specified periods.

The SUBPAC organizational structure includes three flotillas: SubFlot One, based at San Diego; SubFlot Five, with headquarters at Pearl Harbor; and SubFlot Seven, which is the operational headquarters for SUBPAC units operating in the Western Pacific with the Seventh Fleet and COMNAVFORJAPAN. This flotilla is based at Yokosuka, Japan.

ON PAPER, the SUBPAC mission is usually broken down into three categories:

ASW—SUBPAC belongs to the ASW team comprised of ships, subs and aircraft. All Pacific subs have the best sonar equipment available. And all, except the research subs *Baya* (AGSS 318) and *Archerfish* (AGSS 311), are specially fitted for ASW operations, although they may be assigned to strike or support duties. RADM Clarey and VADM John S. Thach work closely in the development of ASW tactics, doctrine and operational procedures.

Strike—SUBPAC has a surface-to-surface nuclear punch in her *Regulus* missile fleet. Virtually all Pacific subs carry full torpedo loads.

Support—Admiral Clarey and his staffers fully support other Pacific commands. Research is constant. Training in the sub force is methodical and extensive. Each Clarey submariner does the job right or is soon in receipt of transfer orders.

SUBPAC has eight nuclear-powered subs. But, a submarine does not have to be new, does not have to be nuclear-powered, does not have to be a missile launcher, to be valuable to the submarine force in carrying out its tasks.

Most SUBPAC subs are modernized World War II Fleet types with long cruising radius, reliable engines, air conditioning, and adequate freshwater supplies. They are still good today, believes SUBPAC, because of the foresight, ability and energy of submarine operators and designers of the 1930's.

Support for SUBPAC is provided by activities which, like the subs they service, are constantly changing to keep in step.

The Pearl Harbor Naval Shipyard recently received facilities for overhauling and refueling nuclear-powered subs.

Mare Island (Calif.) Naval Shipyard, at last report, was completing



COMSUBPAC is at Pearl Harbor.

of Ocean

the first nuclear sub overhaul at a new yard facility.

At Bremerton, Wash., the Naval Shipyard is taking on yard facilities for servicing SSBNs, the *Polaris* missile subs now peculiar to the Atlantic.

Support facilities at San Diego are being modernized (one item: A new pier, completed last summer near Ballast Point).

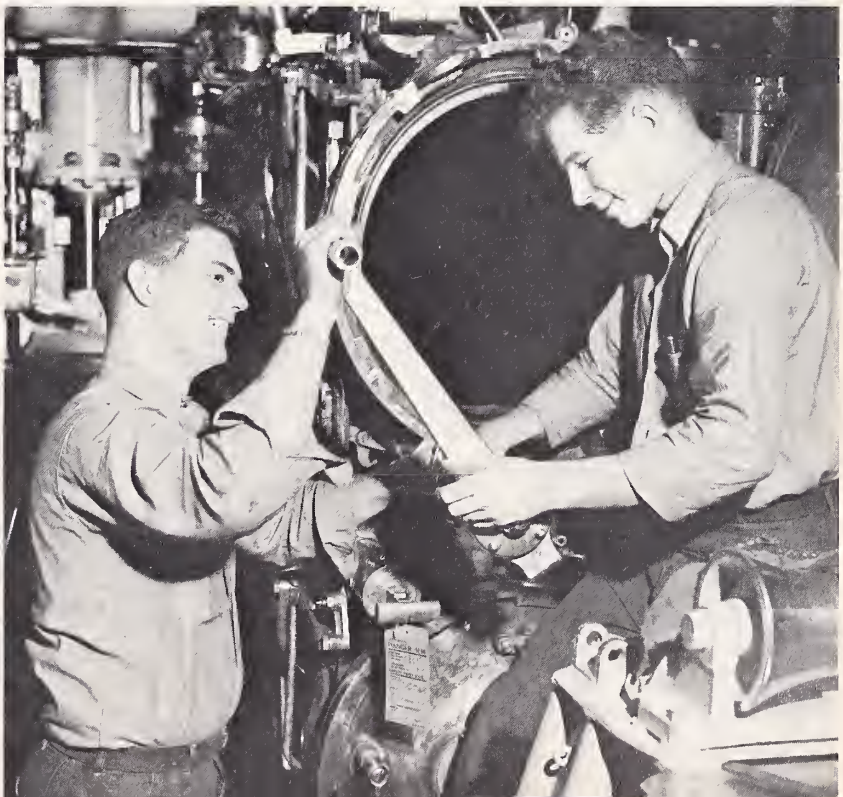
Other advances in sub support have been made at bases in Japan, Okinawa, the Philippines and Guam. (Guam has been earmarked for SSBN support.)

Back at Pearl Harbor, a submarine ASW trainer under construction last summer was viewed as an important tool for assisting in coordination between SUBPAC and ASW Force Pacific.

And, a new Fleet Submarine Training Facility was opened at Pearl Harbor recently to keep submariners abreast of technical developments that affect them on the job. (The facility, staffed by four officers and 24 enlisted men who serve as instructors, is built around "game rooms" which contain more than



PAC FISHES — *USS Scamp* (SSN 588) splits Pacific water. *Below:* Torpedomen work on tubes of *USS Pomfret* (SS 391) in port at Yokosuka.





TORPEDO is loaded aboard *USS Greenfish* (SS 351) as she readies for patrol at Pearl Harbor sub base.

three million dollars worth of mock-ups, models, radar equipment, tracking devices, and target-tracking computers.)

MUCH IS BEING DONE, but more is needed.

Scientists and engineers are essential to any type of technical progress, but they are not the only sources of ideas. They also come from the Fleet.

In 1961 RADM Roy S. Benson asked everyone in the Sub Force to submit ideas for improvements in sub equipment and tactics. Ideas did not have to be sent via chain of command, nor did they have to be submitted in a smooth form.

This was Operation Crystal Ball, which resulted in hundreds of new ideas—many of them good enough for slight modification and practical application.

Not only has the Force advanced the readiness of the Pacific for any type of emergency, it has supplied men for nuclear and *Polaris* submarine programs.

Many sub personnel problems of recent times have been harder to handle than those of the early World War II expansion years.

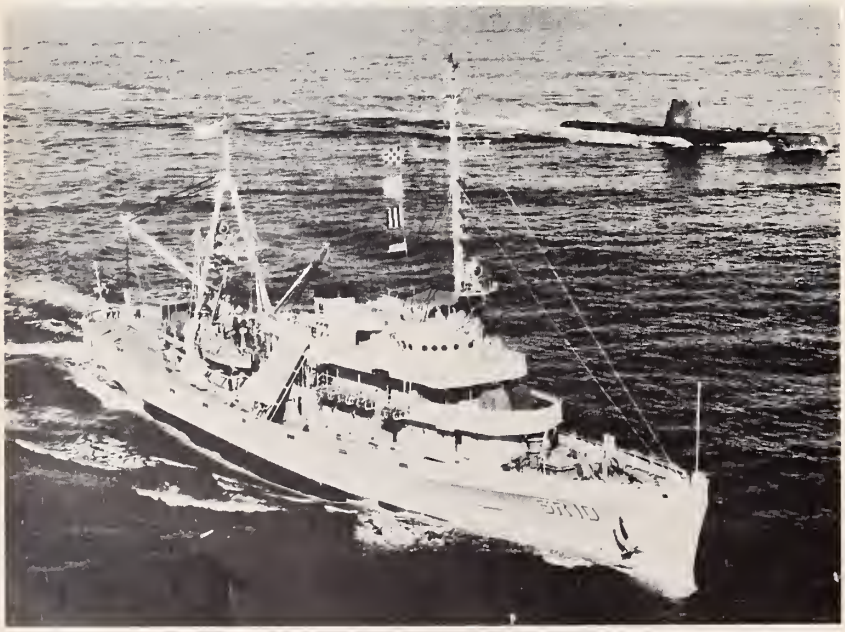
But SUBPAC has met every personnel quota and, at the same time, has kept its submarines in operation.

Submarines Pacific is manned by select, highly trained men, all of whom are volunteers. No one is drafted into the sub service, and no one is retained against his wishes.

TO INSURE THE maximum possible safety in tricky submarine operations, all SUBPAC personnel are hand-picked for their intelligence, motivation, and ability to do the job.

The history of SUBPAC dates back to 1919 when six R-boats arrived in Hawaii and plans were made for building a sub base at Pearl Harbor.

GOOD FRIENDS — Submarine rescue vessel *USS Greenlet* (ASR 10) and *USS Tang* (SS 563) operate together in Pacific during training exercise.



Until World War II, Pacific submarines were divided between two commands, Submarines Asiatic Fleet, and Submarines U. S. Fleet. Asiatic Fleet subs were based in the Philippines.

In November 1940, Subs U. S. Fleet was changed to Submarine Scouting Force, Pacific Fleet, with headquarters at Pearl Harbor.

In June 1942 Subs Asiatic Fleet was changed to Submarines Southwest Pacific.

By then, submarine construction had been accelerated with wartime urgency.

Submarine Force Pacific Fleet was established in September 1942. RADM Charles A. Lockwood, who later became the Navy's youngest vice admiral, became COMSUBPAC in February 1943 and served as such for the balance of the war.

BY WAR'S END, *Pacific Fleet* submarines had pretty well convinced everyone with whom they had come in contact that the offensive potential of the boats should never be underestimated. Nor should their versatility.

Ranging over (and under) 80,000,000 square miles of Pacific ocean area, they sank 1750 merchant ships and more than 200 major combat ships, totaling more than 5,000,000 tons.

They accounted for more than 56 per cent of all enemy shipping sunk in the Pacific.

They supported all the major operations of both the Third Fleet under Fleet Admiral Halsey, and the Fifth Fleet of Admiral Spruance.

And they carried out special missions involving minelaying, blockade running, evacuations, moving supplies, search and rescue, shore bombardment and photo reconnaissance.

The wartime subs were good (many still are), but improvements have been continuous.

Successive modifications and new construction have improved the military characteristics, submerged speeds and endurance of submarines in general.

The installation of snorkels (breathing devices which enable the subs to travel submerged for longer periods), batteries with greater capacity, better sonar, more potent weapons, Guppy (Greater Underwater Propulsion Power) modifications and general streamlining, have given the subs a new lease on life.

In addition, specialist subs have emerged in the form of underwater troop transports, oilers, cargo carriers, radar pickets, and missile launchers, and new construction has included a few high-performance diesel-electric subs.

In October 1958 SUBPAC entered the nuclear age with the assignment of USS *Sargo* (SSN 583) to the Pacific Fleet. Other nuclear subs have followed *Sargo* to the Pacific, and more are on the way. The two SUBPAC tenders have been converted to nuclear support capability.

THE IMPROVED World War II subs on which the Pacific Fleet has relied heavily over the years are still carrying out much of the SUBPAC mission. But Navy strategists are counting more and more on the nuclear-powered submarines as they become available.

The nuclears use a source of power which can function independently of the earth's atmosphere. This, combined with design and technical advances such as high-yield steels, sleek hull forms, and air habitability controls, has resulted in fast, highly maneuverable ASW, attack, and missile launching submarines with virtually unlimited submerged endurance.

Superior capabilities in the nuclears have been demonstrated during peacetime operations. *Nautilus* (SSN 571), *Skate* (SSN 578), *Sargo* (SSN 583), and *Seadragon* (SSN 584) have made long cruises under the Arctic ice. *Triton* (SSN 586) circled the globe submerged. *Seawolf* (SSN 575), *George Washington* (SSBN 598) and *Patrick Henry* (SSBN 599) have remained underwater for more than 60 days at a time.

Now, except for one underwater research ship, all submarines under construction are to be nuclear powered.

In recent years, the fitting of submarines with missiles is believed to be as subnificant as the development of nuclear power.

SUBPAC ENTERED the missile age in December 1956, with the development of the surface-to-surface *Regulus I*, which has since become the backbone of the Pacific missile fleet.

Regulus I is basically a high-performance jet aircraft which incorporates an electronic guidance system. It flies near the speed of sound and has a range of approximately 500 miles.

The 34-foot missile has a 21-foot wingspan. It is powered by a turbojet engine, with a rocket-assisted launch. Its operational altitude is several thousand feet, but it is often used at lower altitudes to evade radar detection. It weighs approximately seven tons.

Submarines equipped with *Regulus* operate independently for several months at a time. Each has but one crew (unlike the Atlantic Fleet SSBNs, which have two crews that take turns on extended operations).

The *Regulus* subs can remain submerged for long periods without detection (the diesels must periodically extend their snorkels to the surface, but even detection of this is difficult). They are constantly mobile while on station.

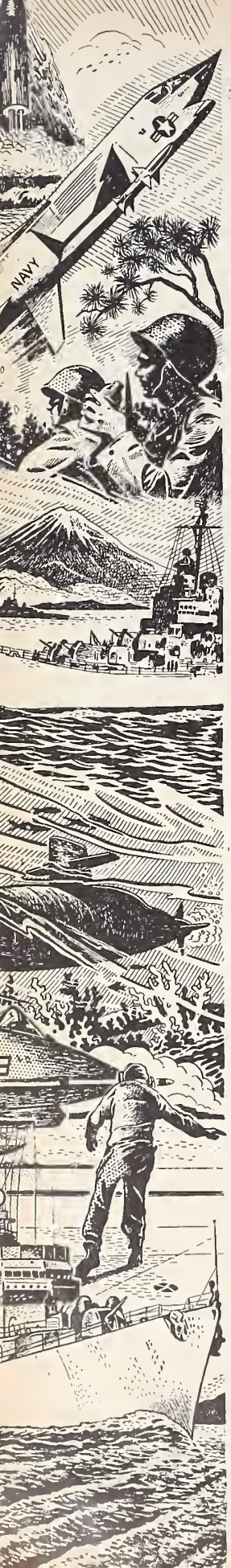
In SUBPAC's future, plans for the introduction of *Polaris* submarines to the Pacific are well underway. When they become operational on a day-by-day basis, the Fleet submarine missile force now chiefly dependent on the *Regulus* will have been beefed up considerably.

In the meantime, a large share of U. S. military deterrent strength and retaliatory striking power is entrusted to the men of SUBPAC on the basis of what they have now—lots of far-ranging submarines – some nuclear-powered, some missile-equipped, many old but reliable, and all efficient. —Dan Kasperick, JO1, USN.



ON CAMPUS — SubPac's escape training tank has become a local landmark. *Below:* Submarine trainee goes into escape lock in training tank.







USSR

COMNAVFORKOREA

COMNAVFORJAPAN

TAIWANPATFOR

COMTAIWANDEFCOM
(UNIFIED COMMAND)

COMSEVENTHFLT

COMNAVMARIANAS

COMHAWAIIANSEAFRONT

COMNAVPHILIPPINES

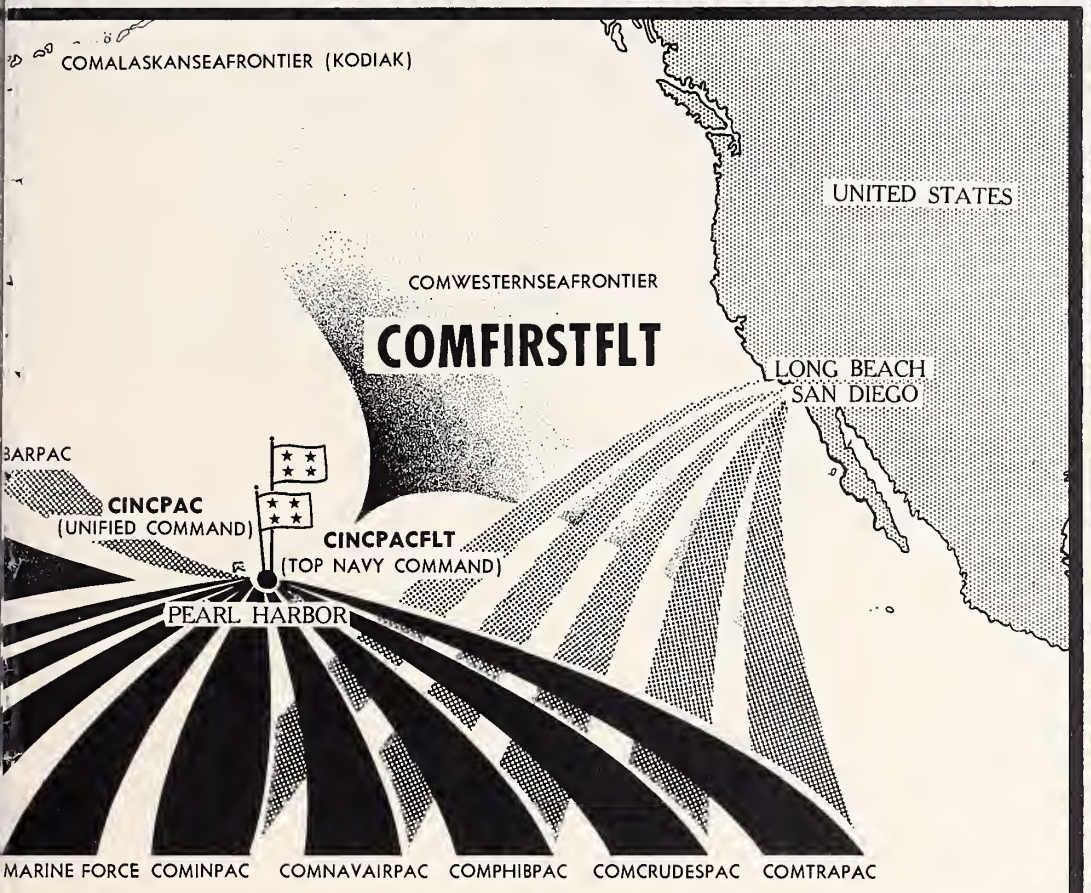
COMASWFORPAC COMSUBPAC COMSERVPAC

INDIAN OCEAN

AUSTRALIA

NEW ZEALAND







U. S. NAVY IN THE PACIFIC

SEATO NATIONS

Sautheast Asia Treaty Organizatian is an alliance created by treaty signed in Manila, P.I., 8 Sep 1954, far camman defense against armed attack ar a threat ta peace and security.

AUSTRALIA NEW ZEALAND PHILIPPINES UNITED KINGDOM
FRANCE PAKISTAN THAILAND UNITED STATES

ANZUS NATIONS

Multilateral treaty, which went inta effect in April 1952, pravides far the camman defense by its members against armed attack ar threat ta peace and security.

AUSTRALIA NEW ZEALAND UNITED STATES

Prepared by All Hands Magazine





GOOD COMBINATION — Men and ships of CruDesPac form an alert team on guard throughout the Pacific.

CRUDESPAC

OF THE 400 SHIPS of the Pacific Fleet, approximately 140 fall into one of seven categories of destroyers: Guided missile frigate or destroyer (DLG or DDG); conventional frigate or destroyer (DL or DD); radar picket destroyers (DDR); escort ships (DE); or radar picket escort ships (DER). They comprise the largest single grouping of ships by type in the Pacific Fleet.

Some of these ships are of recent construction, having been built within the past five years. The majority, however, are veterans of World War II and the Korean conflict.

The older destroyers have been modernized under the Fleet Rehabilitation and Modernization (FRAM) program. This program has increased the life span of aging warships by adding newer weapons, superior detection systems, and improved superstructure design.

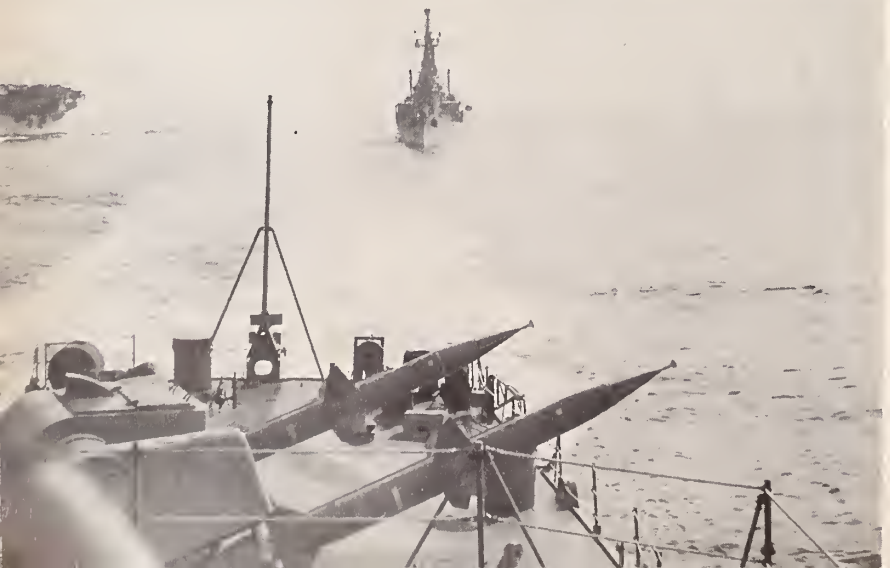
Many of the pre-1950 destroyers have been modified and converted to DER, DDR and DE type ships. Increased electronic capabilities and redesigned superstructures allow them to carry out early warning, antisubmarine and escort duties.

Among the most modern warships in the Pacific Fleet are the guided missile destroyers and frigates. Within the past two years, 10 of these revolutionary ships have joined the Pacific Fleet, bringing with them *Terrier* and *Tartar* surface-to-air guided missiles, *Asroc* antisubmarine rockets, automatically controlled dual purpose guns and acoustic homing antisubmarine torpedoes.

Last October, a new era commenced when the nuclear-powered frigate USS *Bainbridge* was commissioned. (She is now in the Med.) Destroyers have spanned 60 years of naval history; from coal to oil to atoms, they have proved their worth time and time again.

Today, in the U. S. Pacific Fleet, these hard-working ships of the line range the 85 million square miles of the Pacific Ocean, performing many tasks. Their versatility is their trademark throughout the Pacific and throughout the U. S. Navy.

IT'S A BLAST — USS *Topeka* (CLG 8) fires a *Terrier* missile as she follows in wake of USS *Preble* (DLG 15) during First Fleet exercise.



U. S. PACIFIC FLEET cruisers may be getting on in age, but they are young in heart, they have trim shapes —and they continue to hold the line against aggression throughout the Pacific.

Seven cruisers are now operating in the 85 million square miles of ocean that comprise the Pacific Fleet's area of command. They are USS *Galveston* (CLG 3), USS *Oklahoma City* (CLG 5), USS *Providence* (CLG 6), USS *Topeka* (CLG 8), USS *St. Paul* (CA 73), USS *Columbus* (CG 12), and USS *Los Angeles* (CA 135).

These ships, all commissioned between December 1944 and September 1945, are among the largest warships now in service. They are outsized only by aircraft carriers.

When first commissioned, their armament consisted of six- and eight-inch heavy guns, smaller five-inch dual purpose antisurface and anti-air guns, plus rapid fire 40-millimeter and antiaircraft guns.

Four of these cruisers are now equipped with *Terrier* or *Talos* surface-to-air guided missiles. During the conversion of these cruisers to guided missile ships, their machinery was refurbished and the electronics equipment was updated.

The remaining three cruisers could also be equipped with guided missiles. *Regulus I* surface-to-surface missiles can be installed within a short period of time, with only slight modification to the ship itself.

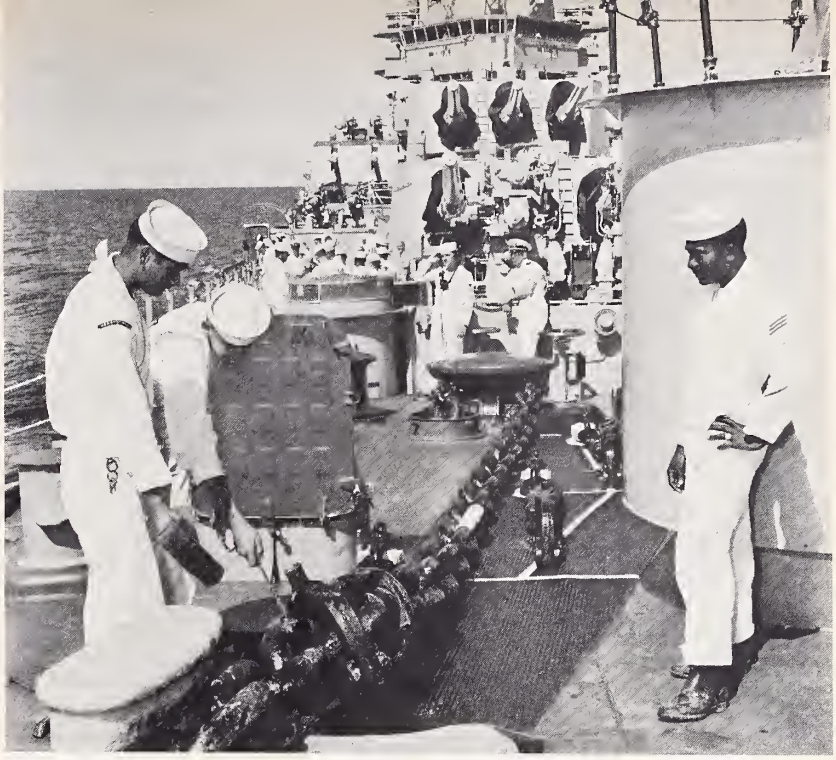
Oklahoma City, Providence and *Topeka*, were decommissioned following the end of World War II. They were reactivated in 1957, and recommissioned in 1960. *Galveston* remained in commission during her conversion. *Galveston* and *Oklahoma City* were fitted with *Talos* missiles, while the others received *Terrier*.

USS *Columbus* was recommissioned on 1 December 1962 as a guided missile cruiser (CG 12) to replace USS *Helena* (CA 75). *Columbus* was first commissioned in June 1945. She was decommissioned before beginning of conversion in May 1959. She is armed with *Talos* and *Tartar* missiles, plies the *Asroc* antisubmarine rocket.

Cruisers are considered ideal as missile platforms. They are large, can steam at high speeds and have an extensive cruising range. Speed and mobility are valuable assets that enable these guided missile and conventionally armed warships to be where they are needed, when they are needed.

Commissioning of the nuclear-powered guided missile cruiser USS *Long Beach* (CGN 9) in September 1962 ushered in a new era of cruisers for the Navy. The 721-foot long warship is powered by two nuclear reactors. *Long Beach*, serving on Atlantic Fleet duty, has two *Terrier* missile launchers forward, an antisubmarine rocket *Asroc* launcher aft of the superstructure and a single *Talos* launcher aft.

In the Pacific, commanders of both the U. S. First and Seventh Fleets are embarked in cruisers. (COMCRUDESPAC, RADM Frank Virden, USN, the type commander for cruisers and destroyers, has his flag in the destroyer tender USS *Dixie* (AD 14), as is traditional in this command.)



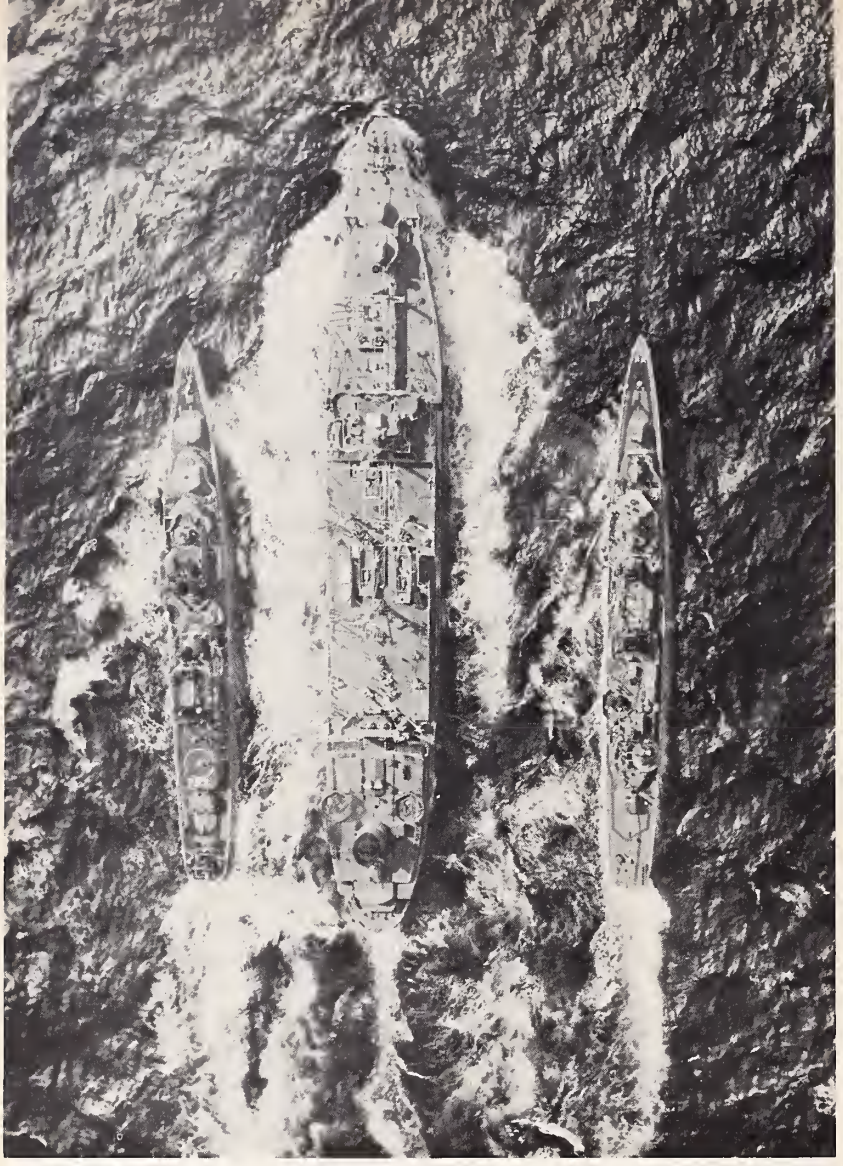
NEXT STOP — Deck gang of USS *Saint Paul* (CA 73) readies to drop hook. *Below:* G. M. Koshak, EN3, regulates engine on USS *Agerholm* (DD 826).



Expanded communications facilities have made cruisers prime candidates for duty as flagships. With their missile power, maneuverability and mobility, these warships rapidly bring a force or Fleet commander to the scene of conflict or crisis, and provide him with the necessary facilities to carry out his mission. Cruisers serve as an added and respected deterrent against a breach of the peace and security anywhere in the 85 million square-mile area covered by the Pacific Fleet.

PACIFIC FLEET DDs and USS *Piedmont* (AD 17) rest in port at Yokosuka.





GO POWER — ServPac oiler *USS Platte* (AO 24) refuels DDs in Pacific.



GOOD FOOD comes from ServPac.

Served

SERVPAC'S MISSION is most easily described by the single term *logistics*. But behind this term is a record of services to the Fleets, backed up by expert management, plenty of muscle, and a variety of hard-working ships ranging from oilers and ammo ships to degaussing and oceanographic vessels.

SERVPAC management is the responsibility of the Service Force Commander. At the end of March RADM William D. Irvin, USN, took over the duties of COMSERVPAC, relieving RADM Redfield Mason, USN. As CINCPACFLT'S principal logistics agent, the Service Force Commander supervises the consignment of supplies and administration of services to ships and bases of the U. S. Pacific Fleet.

SERVPAC headquarters is strategically located just a stone's throw from CINCPACFLT headquarters, or two stone throws from the hub of Pacific naval operations known as Pearl Harbor.

From there, COMSERVPAC directs the complicated operation of ships and men used to keep up a Fleet. No matter where in the Pacific the Fleet may be, it is always well supplied and ready to move into action, thanks to the Service Force.

Service Force units have the job of performing the repair, loading, transfer, moving, and unloading operations planned by SERVPAC coordinators ashore and afloat.

SERVRON One services the eastern Pacific area, SERVRON Three works the western Pacific, and Service Group Pearl has the logistics job in Mid-Pac.

THE SERVRONS use almost 90 ships of various service types. They provide the fuel, food, ammunition, general supplies and spare parts that the Fleet combat ships need to stay in operation.

Many SERVPAC ships are used primarily for servicing other ships via underway-at-sea replenishment operations. These include fleet oilers (AO), ammunition ships (AE), refrigerated store ships (AF), and stores issue ships (AKS).

The fleet oilers are mobile filling stations that carry four to six million gallons of fuel. They provide NSFO, the fuel oil used by most Navy ships, plus JP-5 jet fuel for jet aircraft, diesel fuel used by certain ships and av gas for helicopters and prop aircraft. AOs also service the Fleet with mail, movies, and small quantities of freight.

The ammo ships carry everything from bullets to bombs.

The refrigerated food ships, better known as reefers, each carry 6000 tons of food, including fresh and frozen fruits, vegetables and meat, and dry provisions such as beans, coffee and sugar. They also furnish supplies such as canned goods and candy.

The general stores issue ships carry 23,000 different nuts-and-bolts items ranging from electron tubes





SERVPAC ACTION — Pacific Fleet ammunition ship *USS Pyro* (AE 24) rearms *USS Midway* (CVA 41) while underway.

at Sea by ComServPac

and machinery parts to paint and soap.

SERVPAC also employs a variety of craft to perform other special functions.

Repair ships (AR) are sometimes dispatched to ports or anchorages to help disabled combatants back in operation. The normal procedure is for the repair ship to remain in port and render services from that point.

Ocean tugs (ATA, ATF) move supply barges, assist stranded ships, and tow target craft.

Ocean survey ships (AGS) map the highways of the sea.

Salvage ships (ARS) bring up sunken craft.

Gasoline tankers (AOG) carry gasoline from point to point and service amphibious forces during hit-the-beach exercises.

Degaussing ships (ADG) help regulate the magnetism of hulls and other metal parts (especially in minesweepers) to counteract the effects of magnetic mines.

Floating drydocks (ARD, AFDL, AFDM) make underwater repairs.

Mobile support units, comprised of large barges stocked with general supplies, water and fuel, work at advanced bases in the Pacific.

Mobile electronic and ordnance units provide expert assistance in keeping shipboard radar, sonar, and electronic missile guidance systems in topnotch condition.

A CLOSER LOOK at what's being done in a number of areas for which SERVPAC is responsible points up the nature of logistical support, and indicates how efficiently it can be handled.

• **Supply**—The Navy supply system works in essentially the same manner as a large merchandising chain. Material required for ships and overseas bases is delivered by SERVPAC with the efficiency of a competent mail-order house.

In the complicated Pacific Fleet supply network, material is transported to far-ranging ships and distant overseas bases from the U. S. west coast, principally from the Naval Supply Center at Oakland, Calif.

Somewhat like a large mail-order house, the Navy has its own catalog, which contains approximately 607,000 supply items.

Since it would be impractical (if possible) for SERVPAC replenishment ships to carry all items cataloged, a supplementary listing of the 75,000 items most frequently required is used as the general guideline.

Approximately 23,000 of the items listed in the supplementary catalog are carried by the mobile support ships of SERVPAC. With these, about 85 per cent of the Fleet's normal replenishment needs are met.

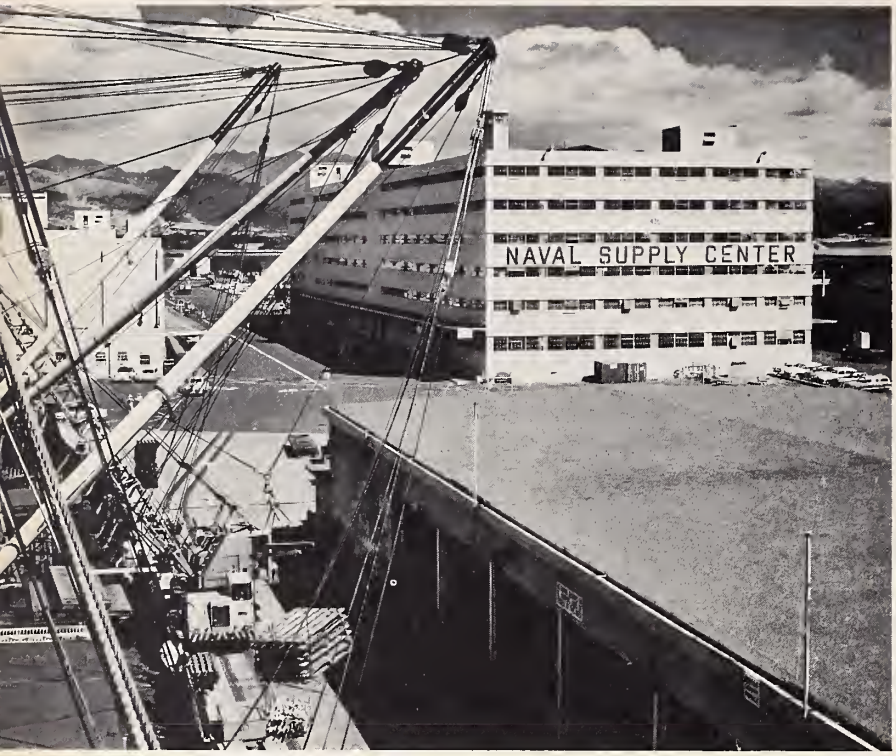
Any item not on hand is either air-expressed to the user from the U. S., or shipped via commercial or MSTS ship, depending on what it is and how soon it is needed.

The underway highline replenishment operations minimize the dependence of ships on shore bases.

• **Fuel**—The fleet of SERVPAC oilers delivers fuel to carriers, cruisers, destroyers, and other warships that would have limited range if they had to rely on land-based fueling stations.

Underway refueling, a technique mastered in World War II, extends the operational range of most ships many times over. The AOs go into areas of operation and refuel entire task groups without any noticeable interruption of maneuvers.

During one recent 12-month period, 8,500,000 barrels of aviation and Navy special fuel were transfered underway to various Pacific



'SHOPPING CENTER' — Pearl Harbor Naval Supply Center keeps an inventory of over 208,000 items ready to service the needs of the Fleet.

Fleet combat ships far out at sea.

• **Ammo**—During the Korean conflict, a total of 211,000 tons of ammunition was transferred by SERVPAC ships. Of this, 80 per cent was delivered while underway.

Today, strength at sea is often measured in explosive power. SERVPAC provides the explosives by deploying ships assigned the specific job of delivering ammo to ships and naval magazines throughout the Pacific.

SERVPAC ammunition ships carry conventional stocks as well as guided missiles. Mines, though not carried by the AEs, are under the direct control of COMSERVPAC for issue from various Pacific magazines.

• **Food**—Experience and organization have made food service for the Pacific Fleet's 200,000 Navymen a routine operation for SERVPAC. The Force maintains the Fleet food supply at a 90-day level.

• **Repair**—All ships, new and old, require periodic overhaul. Upkeep is of vital importance in maintaining Fleet readiness. SERVPAC repair units are kept up to date to keep pace with new developments in the rest of the Fleet. Repair ships follow the Fleet and provide service on the spot.

SERVPAC has three major repair facilities in the western Pacific, including drydocking facilities.

SERVRON Three assigns tenders and repair ships for support of facilities at Yokosuka and Sasebo, Japan, and at Subic Bay, Philippines. Repair ships which operate from the U. S. west coast are directed by SERVRON One.

• **Arctic, Antarctic Support**—The support provided by SERVPAC branches to the polar regions. Each year two icebreakers are deployed by SERVRON One to support polar research in the Arctic and Antarctic.

The breakers, especially designed for cold-weather operations, carve sea lanes through thick ice on the way to establish new stations.

With regularity, SERVPAC breakers reach posts that were once accessible only by air, and penetrate previously unexplored regions, opening new doors to polar research.

• **Oceanography**—To meet an increasing need for more accurate and complete oceanographic information, SERVPAC operates three hydrographic survey ships for studies throughout the Pacific. These operations involve the collection of data on ocean temperatures at various depths to determine the characteristics of sound waves, the behavior of ocean currents, and topography of coastlines and ocean bottoms.

• **Salvage**—Another SERVPAC service is performed by salvage ships and their divers, and various ocean tugs that have salvage capabilities.

SERVPAC salvagers rotate to eastern, mid and western Pacific on regular tours of duty. They work chiefly in support of military operations, but may assist civilian companies in salvage operations when no commercial service is available, or if the location is of military importance.

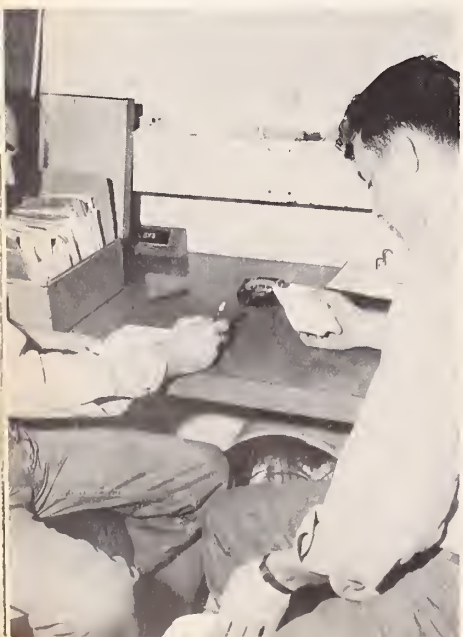
• **Towing**—Possibly the busiest SERVPAC ships are the fleet ocean tugs (ATFs), capable of salvage work, search and rescue, firefighting, and many other duties which they perform whenever called for. The fleet tugs are used mainly, though, for towing. They can tow anything afloat, from the smallest lighter to the largest carrier.

And, the tug's long range permits it to haul any ship across any ocean. SERVPAC has 19 ATFs which, like the salvage ships, rotate tours throughout the Pacific. There are also two ATAs (auxiliary ocean tugs)—smaller sisters of the ATFs—working out of Yokosuka with SERVRON Three.

• **Fiscal Management**—The operation of SERVPAC involves the use of lots of money. COMSERVPAC is the Pacific Fleet's fiscal manager, a responsibility which, naturally, affects ships, bases, facilities, officers and men.

Pacific Fleet fiscal management involves the budgeting and mainte-

ORDER UP — Seventh Fleet storekeepers take inventory of supplies on hand aboard *USS Piedmont* (AD 17).



nance of funds for ship maintenance, supplies and equipage, travel of personnel to and from Navy schools, charter and hire of commercial services and facilities, and ship salvage operations.

The average fiscal year total of allotted funds, not counting payroll, exceeds $200 million.

• **Distribution** of personnel is one of the Pacific Fleet's main logistic functions. COMSERVPAC is responsible for the distribution of the Pacific Fleet's enlisted personnel. (The Chief of Naval Personnel, Washington, D. C., is the officer distributor.)

SERVPAC's agent in personnel distribution is the Enlisted Personnel Distribution Office at San Diego, Calif. EPDOPAC meets Pacific Fleet personnel requirements with the help of personnel data cards, the latest machine methods, and statistical information, in selecting men for assignments.

• **Dental Care**—Another SERVPAC responsibility is to provide the best possible dental care to men of the Pacific Fleet—afloat and ashore. The Fleet Dental Officer, assigned to the SERVPAC staff, provides professional guidance to 343 dental officers and 543 dental technicians in the Pacific.

SERVPAC responsibility for medical care is limited to the ships and units directly under its operational and administrative control.

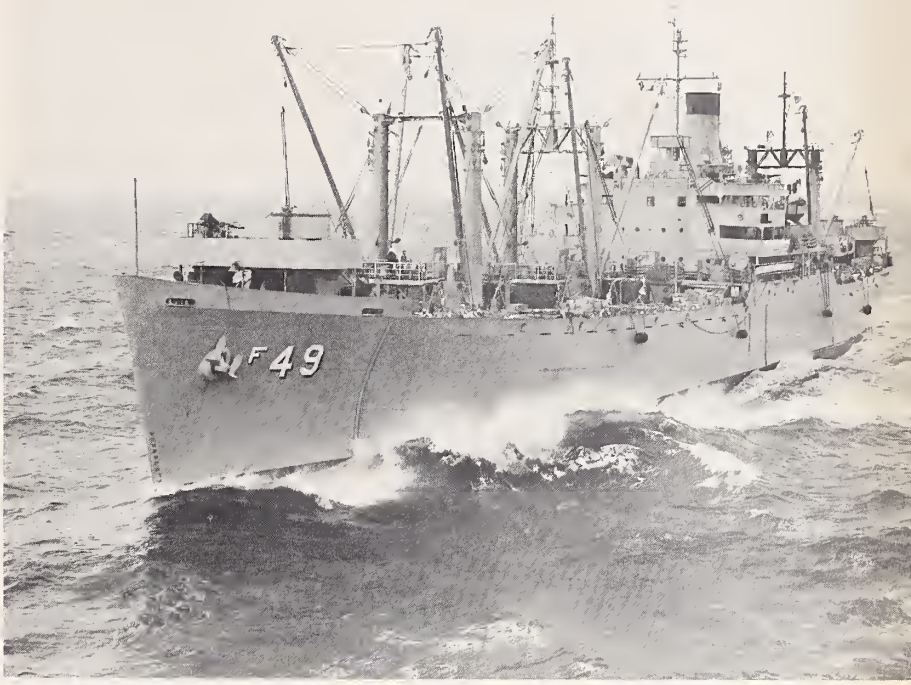
• **Seabees**—Another very important area of activity within the SERVPAC framework is construction and base development, as carried out by the Navy's Seabees.

The Commander, Pacific Construction Battalions, heads the Seabee organization, operating under the SERVPAC chain of command. Five battalions of Pacific Seabees hammer their way from Alaska to the Antarctic, from the U. S. west coast to the Far East, building bases and constructing aircraft landing facilities, housing, barracks and outposts. For more on the Seabees, see page 40.

• A morale factor that is not neglected in the Pacific is entertainment. Motion pictures make perhaps the greatest contribution.

SERVPAC distributes motion pictures throughout the Fleet. This is carried out on a field level by 13 Navy motion picture exchanges which distribute the movies and TV programs viewed by Pacific Navymen.

• Finally, SERVPAC plays an important role at mail call. In the Pacific, when a man is serving in a ship that may be in one port one day, another port the next, or out at sea on extended maneuvers, delivering the mail can be a bigger problem than usual. SERVPAC has the responsibility of seeing that he still receives the news from the folks back home.



SUPER SERVICE — *USS Zelima* (AF 49) helps keep Seventh Fleet food lockers filled. ServPac reefers carry approximately 6000 tons of food.

The foregoing gives a brief idea of the variety of tasks assigned to the Service Force, Pacific.

The logistic support provided by SERVPAC is extensive, and important. It serves all commands in the Pacific, and its service, you can be sure, is appreciated. —Dan Kasperick, JO1,



LOTS OF PULL — Pacific Fleet ocean tugs, like *USS Chickasaw* (ATF 83), move supply barges, assist stranded ships, and also tow target craft.





WELCOME MATS — Beachmaster unit lays mat for vehicles. *Rt:* ACB-1 rigs causeway during amphib exercise.

Built by Seabees

SINCE ARRIVING in the heavily forested area of Nakhon Phanom in September to build an airfield for Thailand, the Pacific Fleet Seabees (MCB-3) have become most popular with the townspeople.

They have leveled areas for school playgrounds, built roads into remote outlying villages, and established friendly relations by such acts as serving as hosts at Seabee parties for young Thailanders and making crutches for elderly crippled persons.

In turn, the Thais have given shows of native dances in full costume, conducted language lessons, and invited the Americans to take part in various sports events.

The Seabees are not only experts at building good roads, but in cementing good relations. For example, voluntary donations by Seabees financed small gifts given to youngsters at Christmas parties. Thai teachers in the local system lent a hand, acting as interpreters. Prizes were given to the children in various contests. The children were extremely proud of their gifts, as they were very likely the first such toys these youngsters ever had.

'TOURING THAI' — Convoy of Pacific Fleet Seabees of MCB-3 moves over bridge on way to build airstrip as local children watch with interest.



ABOUT 300 MEN are presently working on the 6000-foot runway for the Royal Thai government. Others of the battalion are renovating and constructing Camp Kinser, Okinawa, home of the Pacific Fleet's alert battalion in support of the Fleet Marine Forces.

The men of MCB Three got to Nakhon Phanom the hard way. In a 23-vehicle convoy, they traveled 550 miles in something like two weeks, transporting equipment too heavy to be flown in or moved by rail.

In the first 200 miles of the trip, they plowed through 30 miles of road under 12 inches or more of water. Some of the holes were more than two feet deep. In that 30 miles, the convoy had 37 flats. To get past some sections of the road, they had to use their own equipment to re-





GUAM HOME — Seabees of MCB-11 use mobile cranes to pour concrete roof of housing unit on Guam.

build the road and strengthen the bridges. At one point, they rebuilt one mile of road, fording a three-foot deep river en route.

Another obstacle occurred when the convoy came upon a group of some 30 Thai vehicles that had been stuck in the mud for two days. With heavy 'dozers, the Seabees stopped long enough to pull them out.

Under the circumstances, the 10-mile-per-hour average was considered excellent.

Upon arrival at the site of the projected logistic support airfield for the Royal Thailand Air Force, the Seabees began pushing back the tangled, snake-infested forests. This was followed by scraping off the top soil and leveling the area. Pierced steel planks provide the finishing touches. They hope to be finished by June, before the start of the rainy season.

SUCH IS THE ASSIGNMENT of one MCB. Four other battalions are scattered elsewhere in the Pacific. Not all chores are as offbeat as that of MCB Three, but all manage to keep busy.

• MCB 11 is on Guam, busy with recovery operations as a result of typhoon Karen. They were airlifted to Guam to support the resident battalion MCB Five.

• MCB Five meanwhile, has returned to home port at Port Hueneme, Calif., for technical and military training.

• MCB's Nine and 10 are at Hueneme for the same purpose.

• ACB (Amphibious Construction Battalion) One, homeported at Coronado, Calif., has been divided into two groups: WESTPAC and EASTPAC. WESTPAC is now stationed at Yokosuka, Japan, in support of Amphibious Forces, Pacific. The EASTPAC detachment is at Coronado.

Home port for the five Pacific MCBs is Port Hueneme, Calif.

Five other MCBs operate in the Atlantic along much the same lines as the five mentioned above operate in the Pacific Ocean area.

HOME PORT WORK — Can do for boilers is learned during course in construction of advanced base components at CB Center, Port Hueneme, Calif.





LANDING CRAFT circle near APAs in readiness to transfer Marines to beach. *Below:* Battle-equipped Marines load into helos aboard LPH.





LVTP-5s make practice run to beach.

Here

TO REPRESENT the Marines and the job they do in the Pacific, let's take the Third Marine Division.

But to understand the role of the Third Marine Division and its tasks in the Far East, you should first know how it fits into the structure of the Fleet Marine Force, Pacific, and Task Force 79.

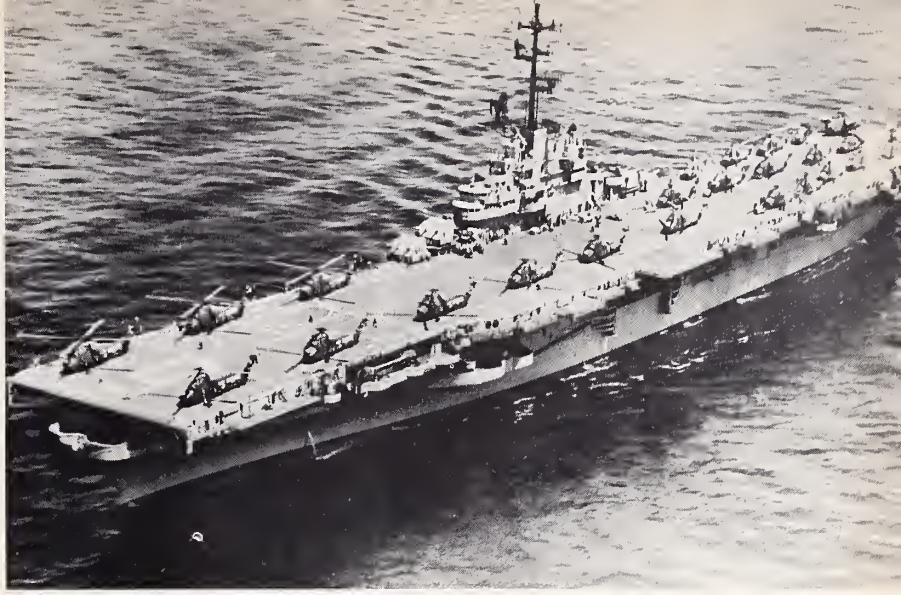
Fleet Marine Force, Pacific, includes more than two-thirds of the entire Marine Corps' operating forces. It consists of the Third Marine Division, the First Marine Aircraft Wing in the Far East, the First Marine Division, Third Marine Aircraft Wing and Force Troops, FMF Pacific in Southern California, and the Hawaiian-based First Marine Brigade, and their supporting units.

The main strength of the Navy in the Western Pacific is in the Seventh Fleet. One part of this Fleet is Task Force 79, the Fleet Marine Force of the Seventh Fleet.

The headquarters of Task Force 79 is located next to the headquarters of the 3rdMarDiv. Since its inception in 1958, the senior Marine commander in the Western Pacific area has been designated Commander, Task Force 79.

Staff members of Task Force 79 continually work on studies and plans which can be put into effect when trouble arises or while trouble is developing. The same applies to studies of the size of the Marine unit required to do the job, the logistic requirements for each task organiza-





AMPHIBIAN TRACTORS land Marines. *Rt:* The amphibious assault ship *USS Princeton* (LPH 5) cruises in Pacific.

Come the Marines

tion, and the best type of air or surface transportation. With these studies, it is a simple matter to develop a sound operation plan for any crisis on short notice.

The 3rdMarDiv, as mobile as the ships of the Seventh Fleet, is prepared to move on short notice anywhere that the sea will carry it. Under the operational control of the Commander, Task Force 79, it is capable of prompt deployment as the ground element of the Marine air-ground team in the Far East. The 1stMAW is the 3rdMarDiv's air partner, and together they form the air-ground operating force of Task Force 79.

THE THIRD MARINE Division is formed around a nucleus of two infantry regiments and an artillery regiment, supported by such units as anti-tank, tank, reconnaissance and medical battalions.

It is a war-born unit that came into maturity during the World War II campaigns of Bougainville, Guam, and Iwo Jima. It has spent almost all its life on foreign soil.

Even though men of the division call Okinawa "home," components are seldom, if ever, all assembled on the island. Portions of it are constantly on the move to or from somewhere.

Normal deployment for readiness and training has units of the division spread over a several-thousand mile circle. Operating in waters of the South China Sea is the Special Landing Force Afloat in ships of the Seventh Fleet Amphibious Force. This Special Landing Force is composed of a Marine Battalion Landing Team (BLT) with an infantry battalion as the basic ground element and a squadron of Marine helicopters to land them in vertical assault.

Some unit is always moving. The movement from base camps to staging areas, embarkation, debarkation, and the like, are done so frequently that every routine function is reduced to a Standing Operating Procedure (SOP). Few actual orders are necessary and few are issued.

Ships move into the ports of Naha and Buckner Bay; Marines with their weapons, supplies, vehicles and other equipment embark; the ships sail away—some north, some south.

NOT ALL MOVEMENTS are by sea. Frequently the units will assemble at the Kadena or Naha air bases and load into transports of the Air Force or Marine Corps to fly to their destination. The Marines of the 3rdMarDiv are trained to load in ships or aircraft with equal ease.

The many movements, whether to Subic Bay, to the Fuji maneuver area in Japan or directly into a trouble spot, require only a change in the course of the ships or aircraft. The trouble spot could be called the final report card. The passing marks are

BEACHED — Marines charge across Blue Beach on Okinawa, with close support strafing run by a jet aircraft, during practice landing exercise.





'CASUALTIES' are picked up by helo for return to ships off shore.

determined by the training received earlier.

The first two months after the arrival of a "transplacement" battalion at Okinawa are normally spent on the island. This is followed by a month at the Fuji maneuver area; back to Okinawa again for approximately five months; two months as the Afloat BLT; and ending again on Okinawa until departure back to the 1stMarDiv at Camp Pendleton, Calif. The normal cycle is 13 months from departure to arrival back in California.

Objectives in training on-and off-island are to develop and maintain operational readiness to execute contingency plans. On-island firing and field exercises are conducted by all units of each battalion. Specialized training includes jungle and counter-guerrilla operations, air-transported and helicopter-borne operations, helicopter support team training, marksmanship and crew-served weapons training. During this period, rifle companies undergo counter-guerrilla training in the Northern Training Area (Okinawa) for periods of eight days. All units additionally are indoctrinated in C-124 and GV-1 aircraft. Companies are drilled in mount-out procedures.

SCHOOLS FOR OFFICERS and noncommissioned officers are conducted at battalion or regimental levels with emphasis on amphibious and air-ground operations. Other training stresses physical and mental conditioning, individual proficiency and on-the-job training.

Off-island, the men are trained in conducting amphibious landings, night operations, and the use of supporting arms and services. At Fuji, tactical testing of units is conducted. Battalion-sized operations usually include an amphibious landing exercise, a combined arms field exercise. Unless committed to a specific mission, the BLT Afloat conducts at least one amphibious exercise employing an over-the-beach assault and one exercise employing vertical assault.

These exercises involve Fleet shipping, embarkation, amphibious assault, and operations ashore.

Field firing exercises are conducted both on- and off-island—at Fuji, at Zambales in the Philippines and on Okinawa in the Camp Hansen-Camp Schwab areas.

One division-wing landing exercise (LEX) is usually scheduled every other year with two amphibious landing exercises (PHIBLEXs) of regimental-Marine air group size scheduled each year. During March-April 1962, the division participated in Exercise Tulungan, a SEATO LEX in the Philippines. Exercise Lone Eagle, a Marine expeditionary brigade landing exercise (MEBLEX), took place on Okinawa in October.

SIX-SHOOTER — A Marine-operated mobile antitank weapon, *Ontos*, armed with six 106mm rifles, provides simulated fire power support.



GUIDED BY the principle that the basic Marine weapon is, and will always be, the Marine rifleman, training emphasizes the development of individual combat skills in squad assault weapons, development of the individual's ability to effectively live, fight and survive in a jungle environment, and the development and improvement of technical skills to support combat operations.

Division Schools offer 14 separate schools with 24 courses to all services and units on Okinawa. Schools include such subjects as administration, intelligence, aerial observation, NCO leadership, ABC defense, embarkation and supply.

Training areas under Marine Corps control on Okinawa amount to some 40,000 acres of land. An additional 3000 acres of land are used on a permit basis and approximately 2000 acres of land controlled by other services are used jointly. The terrain in these areas varies from the densely vegetated northern training area, to an uninhabited, flat, sandy, offshore island used primarily by the First Amphibian Tractor Battalion.

Each infantry regiment is required to conduct one regimental field exercise on-island each year. Command post exercises are conducted quarterly.

New men and units joining, skilled men and units departing, impose a continual training cycle to maintain



SHIP TO SHORE — Landing craft carrying supplies needed to sustain the landing force ashore move towards beach.

the peak of efficiency necessary for a component of the Marine-air-ground team of the Seventh Fleet.

TEAMED WITH the Third Marine Division to form the landing force component of the U. S. Seventh Fleet is the First Marine Aircraft Wing.

Generally speaking, the mission of the wing is to provide a variety of air operations as directed by the Seventh Fleet, especially in support of Fleet Marine Force units in amphibious operations.

The title, organization and composition of the various units making up the wing give some idea of the jobs it is capable of performing: Marine Aircraft Group 11 in Atsugi, air-to-air warfare; Marine Aircraft Group 12, attack and reconnaissance; Marine Aircraft Group 16 at MCAS, Futema, Okinawa, helicopter and observation operations; Marine Wing Headquarters Group 1, tactical air control, direct air support and air defense; Marine Wing Service Group 17, air transport, aircraft maintenance and base support.

An intense training schedule which includes periodic aircraft carrier operations, and frequent exercises between Wing units and those of the Third Marine Division serve to keep pilots and supporting crews at proficiency and to refine the techniques of air-ground coordination.

In the recent amphibious exercise *Tulungan*, Marine engineers followed combat troops ashore to build a 3000-foot "Short Expeditionary Landing Field," complete with portable tower, night lighting, and a high-speed fuel dispensing system, and to install TACAN and GCA for all-weather operations. JATO bottles and afterburners on the aircraft, plus carrier type arresting gear, made the landing strip adaptable to the 10-ton supersonic *Crusader*.

Other SEATO exercises in which the wing participates periodically stress speed and mobility in Marine air-ground operations. Many Asians also remember Marine helicopters for humanitarian reasons. When Taiwan and Nagoya were ravaged during the summer and fall of 1959, First Marine Aircraft Wing rotary aircraft were on the scene to move distressed civilians to safety and to deliver badly needed food and medicines.

With its headquarters at Marine Corps Air Station, Iwakuni, the wing patrols much of the friendly land, sea and air in the Far East, and provides potential air support for allied ground and naval units.



MARINE HELO delivers vital supplies to 'fighting front.' *Below:* A 105mm howitzer is fired in practice at Fuji maneuver area in Japan.





P-2 *NEPTUNE* flies over lonely Adak in Alaskan Sea Frontier Territory.



PAC UNITS hold amphibious landing.

Navy's

MOST U. S. PACIFIC Fleet operations, from the routine search and rescue exercise involving one plane, to the major amphibious landing which requires thousands of planes, ships and men, are well-considered, thoroughly discussed, and planned on paper before they ever happen.

In the business of operating an effective Navy over 85,000,000 square miles of ocean, the key to the success of any movement is often the coordination between operational Fleet forces and the shore establishment.

In the Pacific, much of this coordination is provided by the Sea Frontiers.

Three Sea Frontier commands plan and coordinate the operations conducted within the geographic boundaries of their Pacific Fleet responsibility.

The Frontier areas are extensive.

The Hawaiian Sea Frontier, with headquarters at Pearl Harbor, Hawaii, is responsible for a 10-million-square-mile portion of the central and south central Pacific.

The Alaskan Sea Frontier, based at Kodiak, Alaska, takes in the north-central Pacific, the Aleutians and on into the Arctic.

The Western Sea Frontier, with headquarters at San Francisco, Calif., extends approximately 700 miles westward from the U. S. west coast, north along the Canadian coast, and southeast along the Mexican coast to Central America.

All are operational under CINCPACFLT.

The Frontier commanders have managerial and command responsibilities, including military command over naval districts. One result is close administrative and logistical ties between the operating Fleet and the shore establishment.

FRONTIER RESPONSIBILITIES include harbor defense, control and protection of shipping, ASW operations and search and rescue. The Frontier commanders are further responsible for maintaining adequate plans for the defense of their respective areas, both of a naval and joint service nature.

Usually it's a matter of the Frontier acting as coordinator for exercises and operations conducted by various type and force commands and units of the other services.

For example, one of the most active functions of the Frontiers in recent years has been the control and coordination of search and rescue operations. These have involved the use of Navy, Coast Guard, Army, Marine Corps and Air Force components.

Ships and aircraft are assigned to Frontier duty on a mission-by-mission basis. The Frontiers have no permanent operational units of their own.

Frontier commanders request ships and aircraft from Pacific force and type commands, as they are needed, to perform specific tasks, such as search and rescue, investigation of submarine contacts, or other naval functions. (These have included missions in keeping with the space age. USS *Kearsarge* (CVS 33), normally an operational unit of ASW Force Pacific, was on special Hawaiian Sea





FRONTIERS act as coordinators between commands. *Rt:* San Francisco is home of Western Sea Frontier.

Sea Frontiersmen

Frontier duty last October when she picked up CDR Walter M. Schirra, who had orbited the earth six times in his Mercury space capsule and landed in the Pacific 330 miles northeast of Midway Island.)

SEA FRONTIER HISTORY dates back to early World War II.

Damage inflicted by U-boats on shipping in the Caribbean and Atlantic coastal waters led to the establishment of various Sea Frontiers on 6 Feb 1942. (Before the war there had been Coastal Frontiers.)

The Sea Frontiers' job was to provide coastal ASW support in keeping enemy subs away from U. S. shores, and away from friendly shipping.

Four Sea Frontiers branched out from the continental U. S.: the Eastern, covering the Atlantic seaboard; the Gulf, responsible for the Gulf of Mexico; the Western, which took in the southern part of the Pacific Coast; and the Northwestern, which covered the northern Pacific coast.

Many types of ships worked the early Frontiers. Most were of the smaller types, such as patrol craft, 110-foot sub-chasers, yachts, fishing boats and virtually any seaworthy craft that could be fitted with ASW weapons and sub detection gear.

In addition to performing coastal ASW support, the Frontier forces played an important psychological role in keeping U-boats out of Frontier waters. And, they were valuable ASW operational schools.

In the Caribbean, for example, U-boat attacks on shipping became less frequent and easier to repel after the Sea Frontiers were established.

Men who worked the Frontiers moved on to duty with DDs and DEs, checked out in the ASW operations of the times.

AFTER WORLD WAR II the Frontier mission was broadened. In addition to defense, control and protection of shipping, and ASW operations within Frontier waters, the commanders were assigned appropriate naval districts to coordinate logistically with Fleet operating forces.

Today, the Pacific Fleet's Sea Frontier commanders are Rear Admirals Charles A. Buchanan (Hawaiian) and Fred E. Bakutis (Alaskan), and Vice Admiral Robert Goldthwaite (Western).

These men also command various administrative and operational organizations which link the Frontiers and other Pacific commands with the naval districts and Navy strategists in Washington, D. C.

RADM Buchanan, in addition to commanding the Hawaiian Sea Frontier, is the Commandant of the 14th Naval District and Commander of the Naval Base at Pearl Harbor.

RADM Bakutis, the Alaskan Sea Frontier Commander, is also the Commandant of the 17th Naval District, Commander of Fleet Air Alaska, Commander of 17th Naval District Air Bases, and Naval component commander of the Alaskan Unified Command.

VADM Goldthwaite is military coordinator between the Fleet and the 11th, 12th and 13th Naval Districts, and commands the Pacific Reserve Fleet, in addition to commanding the Western Sea Frontier.

During wartime each of these commands would have separate commanders and specialist staffs.

Today the planning, administration, and logistical support provided by the Sea Frontiers and associated commands means coordination, control, and effective Fleet operations.

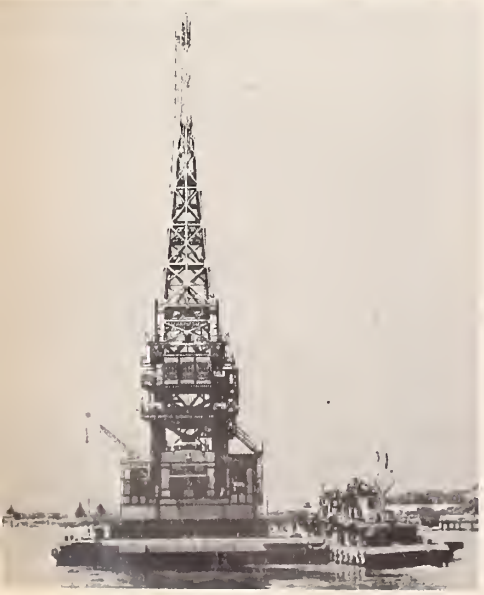
Guam—



FRAMED BY PALMS is the NS Administration Building, Apra Harbor.



AUXILIARIES IN APRA Harbor include floating dock and floating crane.



NEW ARRIVALS to Guam have been amused or saddened (depending on their frame of mind at the time) at a sign which tells them they are at the crossroads of the Pacific, latitude 13 degrees, elevation 600 feet, longitude 142 degrees.

Beneath this announcement arrows point in various directions indicating the viewer is 8083 miles from New York City, 3156 miles from Pago Pago and 1822 miles from Hong Kong.

Another sign makes it known that Guam is Headquarters for the Commander Naval Forces Marianas.

Guam is not the only island west of Hawaii which claims to be a Pacific crossroads. It is, however, an island which has on it the flag responsible for the security of two and one half million square miles of the Pacific Ocean.

The flag officer, RADM Thomas A. Christopher, USN, is not only Commander Naval Forces Marianas, he is Deputy Governor to the Commander-in-Chief Pacific Fleet for the islands of the Bonin and Volcano groups (about 800 miles north of Guam), and is also responsible for the Marcus and Caroline Islands and for the U. S. Naval Facility, Chichi Jima.

It is his primary duty to support the forces afloat and coordinate all efforts in communications, logistics, weather reconnaissance, ship routing and search and rescue operations.

A LOT OF WORK gets done in this domain. Literally hundreds of islands and coral atolls are kept under air and surface surveillance.

The islands and atolls south of Guam are held under the trusteeship of the United Nations with their direction charged to the U. S. Department of Interior.

Some of the islands north of Guam are strategically important to the United States and are administered by the Navy. Geographically, Guam is just about in the center of this area.

Guam claims to be the westernmost outpost of United States soil not bounded by or dependent upon treaty agreement.

Her natural harbor and existing facilities can be expanded to meet almost all requirements for the support of the Fleet in time of need.

The flag officer on Guam has plenty of help in carrying out his mission. Some of this help comes from the U. S. Naval Station whose motto, incidentally, is "Semper Fidelis Adjutor" (Always a Faithful Helper).

THERE WAS A TIME when the Naval Station wasn't just a helper, it was the whole show—the entire island of Guam. When the formal government of Guam was established in 1899, the island was designated a U. S. Naval Station.

From 1899 until the capture of the island by the Japanese in December 1941, the commanding officer of the Naval Station was also the Governor of Guam.

In July 1944, a U. S. unit designated "Lion Six" landed on Guam. Its job was simply to furnish everything needed for the operation of a base.

In October 1944 Lion Six was converted into the Naval Operating Base, a command with every type of Fleet service.

The Naval Station was reestablished as a component of the Naval Operating Base in March 1952 and later reassigned to the Military Command of Commander Naval Forces Marianas. It still performs many of the functions of the Naval Operating Base.

It is located on about 1000 acres of land next to Apra Harbor and its

Crossroads of the Pacific

barracks have a capacity of approximately 2000 men.

At the Naval Station harbor movements are coordinated, berths and pilots are assigned and a general eye is kept on the whereabouts of ships in port.

About 3000 people a month are treated at the Naval Station dispensary which also gives more than 2000 immunizations a month.

Its special services operates beaches, swimming pools, hobby shops, a skeet range, baseball and softball diamonds, a football field, bowling alley, basketball courts, tennis courts and movies. There are also a commissary store and Navy exchange on board.

ANY ACTIVITY which has the responsibility centered in Guam might reasonably be expected to have supply problems. Guam is no exception, and its problems are very adequately handled by the U. S. Naval Supply Depot.

The present depot grew out of Lion Six. Its first stock began hitting the beach on 7 Aug 1944 and it hasn't stopped yet.

The depot's growth during its first year of existence was phenomenal. From two "alligators" on Agat Beach, it burgeoned upward to almost two million square feet of covered warehouse space, 530,000 cubic feet of reefer space, a fuel storage capacity of more than a million barrels, 502,000 square feet of transit sheds and vast areas to be used for open storage.

The entire depot covered nearly 6500 acres and unloaded as many as 120 Liberty ships and 20 tankers a month. During this period the fuel branch serviced an average of 74 ships daily.

Its total issue exceeded a billion dollars in its first ten months. Like so many other things in the global war, nothing like it had existed before and nothing like it has been known since. It served so many "shoppers" that it was called the Pacific Supermarket.

Since the end of the war, the depot has shrunk to a still impressive 1850 acres in the Apra Harbor area. Most of the quonsets which provided the wartime covered storage space have been replaced by six modern warehouses and two transit sheds.

The depot employs a Single Service Land Transportation System which averages 379,000 miles each year delivering more than 153,000 tons.

To perform complete marine terminal services for all military activities on Guam and furnish limited support to the Fleet, the supply depot must handle between 21,000 and 30,000 measurement tons a month and carry an inventory of 83,000 items valued at $24,600,000.

NAVY AVIATORS looking for the Naval Air Station upon arrival at Guam will find it located at about the center of the island. It has an elevation of 280 feet and encompasses more than 1800 acres of land.

It was developed from a small Japanese airstrip of packed coral and, by the end of the war, had about 1150 temporary advance base type buildings housing the various activities located in an area north of the runways.

The runways were built as permanent facilities paved with asphaltic concrete and were served by suitable taxiways and hardstands.

As the wartime facilities became over-age, development was begun on the south side of the field. In time, the only permanent facilities remaining on the north side were the officers' quarters and the married enlisted men's quarters.

Today NAS, Agana has two parallel asphaltic concrete runways, 10,000 and 6600 feet long.

The Apra Harbor seadrome is also operated by NAS, Agana and has one 8250-by-1200-foot sea lane available for flight operations and limited ramping facilities.

It is and has been the job of the Agana Naval Air Station to support the Navy, Marine Corps, MATS, and other aviation units assigned to or passing through it.

It also maintains control of avia-

NIGHT VIEW OF AGANA, GUAM — Apra Harbor is silhouetted by crescent of lights at left, city is in foreground.



tion supplies and supply activities; controls maintenance, repair and overhaul; coordinates logistic support of air groups based in the Marianas and provides aircraft facilities, equipment and personnel for search and rescue activities.

The outfit which keeps Guam in touch with other American outposts and the world is the Naval Communication Station located atop a large plateau on the northwest side of the island.

It is a primary relay station in the Navy's communications network. The station covers about 6000 acres and is one of the most modern facilities on the island.

Receiver and terminal facilities (where messages are processed and relayed) are both located at Finegayan.

Transmission facilities are at Barrigada, where transmitters and antennas send out messages day and night.

Another station combining both receiver and transmitter functions is located on the island's northernmost tip.

All operational buildings on the Naval Communication Station are less than eight years old and typhoon-proof—and last November everybody on board was glad of that.

The necessity for typhoon-proof buildings was pointed out by Typhoon Allyn in 1949. The onset of the Korean action, shortly thereafter, made permanent construction necessary.

NAVCOMSTA Finegayan is one of the Navy's busiest communications stations, its average monthly load running into millions of groups.

In addition, it broadcasts time signals to merchant ships, handles message traffic for the Coast Guard, U. S. Air Force, the High Commissioner of the Trust Territory and most other federal agencies on Guam.

When ships (AO size or smaller) in the neighborhood of Guam find themselves in need of repair, they know they can head for the Navy's Ship Repair Facility, located on the west side of the entrance to inner Apra Harbor.

THE SHIP REPAIR FACILITY came into being in 1945 as the Industrial Department of the Naval Operating Base, Marianas.

Until 1956, it was manned by military personnel. After July 1956, however, military personnel were replaced by civilian contract personnel.

The shops are divided into structural, mechanical, electrical, woodworking and services groups and an electronics shop.

The yard has two floating drydocks under its operational control. One has a rated lifting capacity of 18,000 tons and the other has a capacity of 3500 tons.

In addition to repairing, altering, converting and overhauling local and Seventh Fleet ships, the ship repair facility supervises the installation and maintenance of shore electronics



equipment and provides emergency voyage repairs to civilian commercial vessels while they are in Apra Harbor.

Typhoons have always been a threat to ships and shore installations in the Pacific from Guam to Japan. Although a victim of last fall's disastrous typhoon Karen, Guam is better located than many installations because most typhoons are born near the islands and produce little more than above average wind and rain.

Because of Guam's position, Navymen stationed there are able to study a storm, chart its characteristics and send an analysis to local military and civilian authorities and to forces afloat and in the air.

Many times in the past, Fleet Weather Central and the Joint Typhoon Warning Center located here have provided warning of a dangerous typhoon, thus saving lives and preventing loss of property.

The eyes of Fleet Weather Central and the Joint Typhoon Warning Center are represented in Guam by Airborne Early Warning Squadron One, a land-based unit of the Seventh Fleet located at NAS, Agana.

When VW-1 flies weather reconnaissance, it takes off in hot pursuit of a developing typhoon, plots the course of the storm and penetrates its eye.

The weather information it gathers is transmitted to FWC/JTWC for relay to all activities concerned.

Armed forces would be pretty ineffective without ammunition, and in Guam such ammo and explosives are stored at the U. S. Naval Magazine.

The Magazine receives, inspects, renovates, stores and issues ammunition and explosives that help provide the firepower for the Seventh Fleet.

It also provides tri-service land transportation of ammunition on Guam and explosive ordnance disposal and reef-blasting service on Guam, throughout the Pacific Trust territory and the Bonin-Volcano Islands.

The Magazine is located on 6200 acres safely isolated from populated areas and other military activities.

It has 278 buildings and structures and is held together by 35 miles of roadways that run through its tropical forests.

Like almost everything else on Guam, the Naval Magazine reached the peak of its activity during World War II, when it stored 75,000 tons of ammunition and received and shipped about 30,000 tons a month.

The depot's workload has declined since then but it maintains a level capable of providing day to day Fleet support and the capability of immediate expansion in case of future Pacific area hostilities.

Many a sick or injured Navyman in the Pacific area has been treated at the Naval hospital overlooking Agana Bay, or had his teeth worked on at the U. S. Naval Dental Clinic in Guam. The good health of the military and civilian populace of Guam is due largely to the efforts of U. S. medics in the past and their continuing efforts in the present.

The Naval Hospital traces its ancestry back to 1898 and the arrival of Ammen Farenholt, a Navy Medical Officer who landed with the first American forces on Guam during the Spanish-American War.

Guam has been American for quite a while. Those who go there are at first surprised, and then pleased, when they find themselves draped with leis upon arrival. The pleasure grows as they discover they are surrounded by miles of white sand beaches, picnic areas, swaying palms, hibiscus, and beach morning-glories.

On Guam, polluted air, traffic jams and blizzards are things of your past. Undoubtedly the island is of great strategic importance to the United States. It is also beautiful, and loyal citizens and dedicated naval personnel are busy at the task of returning its facilities to the same (or better) standards that existed before the recent visit of Karen. —Robert Neil



NAVYMEN ON Okinawa are helping to guard U. S. security in the Pacific from this island outpost.

Okinawa, Pivotal Point on Line of Defense

A NAVYMAN returning for the first time to Okinawa since the latter days of World War II would find it changed in many ways and unchanged in others.

The housing situation has improved to the extent that there are some furnished government quarters available and private rentals can be had in Naha.

The facilities for enjoying yourself have increased substantially over the old days. Nowadays, Navymen can choose between swimming, baseball, golf, softball and hunting. In addition, there are hobby shops and theatres available to him and his family.

On the familiar side, the temperatures still range from a humid 41 degrees to a humid 91 degrees. Small boys still romp down village streets bordered by coral walls.

Men and women still labor lovingly at painting textiles and making some of the finest lacquerware in the entire world.

Another thing that hasn't changed is Okinawa's location. It is still a pivotal piece of real estate, in the center of our advance line of defense in the Pacific—a line which extends from the Philippines northward through Formosa, the Ryukyus and Japan to the Aleutians and Alaska.

Within a radius of a few hundred miles are Japan and the Republic of China, the Republic of Korea and the Philippines.

Also within comparatively short distance of Okinawa are the communist regimes of China and North Korea.

Briefly, Okinawa could be used as a springboard to launch air strikes and amphibious or airborne operations, in the event of enemy aggression, against much free world territory in the Far East.

This was demonstrated in 1950 when American troops and B-29s from Okinawa helped turn back the communist aggressors in Korea.

Under Article Three of the Treaty of Peace with Japan, signed in San Francisco in 1951, Japan agreed to the exercise of United States "powers of administration, legislation and jurisdiction" over the Ryukyus.

The United States, however, recognized Japan's residual sovereignty over the islands.

Today, the mission of the United States Armed Forces in the Ryukyus is to help maintain United States security and the security of United States allies in Asia against communist aggression.

That is what the Navymen with the Naval Air Facility, Fleet Activities, and other Navy units are doing in Okinawa now.

OUT OKINAWA WAY — Navymen and their families shop along a crowded street in downtown Naha.





DOWN BELOW these Navy *Crusader* jets and low-hanging clouds is the U. S. Naval Air Station, Cubi Point, Luzon.

Navy in the Philippines

EVEN AN OFFHAND perusal of a map of the Pacific will help re-emphasize one inescapable fact—there are a lot of miles, and a lot of water between the eastern shores of Asia and the west coast of the United States.

It's true in these days of jet aircraft and nuclear-powered ships that the distance is nowhere near as formidable as it was back in 1898, when ADM George Dewey's Fleet won its victory in Manila Bay. It's still a long way, however, and another glance at that map will reveal that our Navy bases in the Philippines remain our furthermost outposts in the southwest Pacific. Aside from Antarctica, they are further from the United States than any other Navy bases in the world.

There are no U. S. bases either south or west of the Philippines; thus our strongholds there anchor our Pacific defense chain which runs up through Formosa to Okinawa, to Japan and Korea, and on through the Aleutian chain to Alaska and the west coast of Canada and the U. S.

Military action occurring north or east of the Philippines would obtain support from a number of different sources—but military actions south or west of the Philippines, all the way south to Australia or west to the Middle East (particularly if we were denied access to the Suez Canal) would be in large measure supported by the Philippine bases alone.

TOP HAT in the Philippines belongs to RADM Jack P. Monroe, USN—who actually wears two of them.

He is Commander U. S. Naval Forces Philippines (COMNAVPHIL), and Representative of the Commander in Chief Pacific in the Philippines (CINCPACREPPHIL). In each position, he has clearly delineated areas of responsibility and authority.

As COMNAVPHIL, he ranks as a subordinate commander of CINCPACFLT. His mission, and that of his command, includes the development and readiness of bases in the NavPhil area; support of Fleet forces; maintenance of plans for the defense of the NavPhil area, including furnishing aid and assistance in the event of a domestic emergency or civil disturbance; control of shipping within the NavPhil area, and conduct of operations and training.

As CINCPACREPPHIL, a coordinating authority in joint actions of the U. S. Armed Forces, with special emphasis on matters pertaining to the many combined exercises staged in the Philippine area, he is responsible directly to CINCPAC for coordination and control of interservice matters.

He also represents CINCPAC as Co-Chairman of the Philippines-United States Mutual Defense Board. In addition, he coordinates and recommends to CINCPAC administration policies, procedures, priorities and programs.

COMNAVPHIL has five principal Navy facilities (four of them on the island of Luzon) under his command. These are the Naval Station, Sangley Point; the Naval Base, Subic Bay; the Naval Air Station, Cubi Point; and the Naval Communications Station, San Miguel; all in the Philippines, and the Naval Support Activity, Taiwan, Formosa. Both COMNAVPHIL and CINCPACREPPHIL headquarters are located at Sangley Point.

These bases, other than Taiwan, are operated under the Military Bases Agreement of 1947, which grants the U. S. a 99-year lease for operation, maintenance and development of military facilities.

SANGLEY POINT, a naval station with an air department, has figured in

world affairs since the turn of the century. Less than two miles long and a half mile wide, this strategic peninsula juts out into Manila Bay in the area where Dewey met and defeated the Spanish Fleet.

U. S. forces occupied the Point the day following Dewey's victory and, except for the three years of Japanese occupation during World War II, we have been there ever since. The peninsula was largely destroyed by bombing in WW II, but has been rebuilt into a combination of naval air and surface craft activities second to none. Today, Navy patrol planes take off and land on what many fliers consider the best U. S. Navy airstrip-seadrome combination overseas.

Primarily a support facility for Fleet aircraft and ships, NavSta Sangley Point, besides being headquarters for COMNAVPHIL, is home port for Patrol Squadron 40, and also houses a Fleet Weather Facility and a U. S. Coast Guard Detachment.

NavBase Subic Bay, 80-odd miles north of Manila, ranks as one of the Navy's biggest ports—big enough, as a matter of fact, to anchor or berth the entire U. S. Seventh Fleet.

Back in 1904, when the Navy first established itself in this area, the installation was known as Naval Station, Olongapo (after the adjacent city of that name). Then, after the liberation of the Philippines in 1945,



PHILIPPINE Navy officers look on as the commanding officer of Seventh Fleet escort ship checks on course.

it was re-established as a naval operating base to provide lay-up and repair facilities for ships under the operational control of the Philippine Sea Frontier.

Since then Subic Bay has grown into a 400-million-dollar sea-air complex (including adjoining NAS Cubi Point) capable of furnishing the Fleet with everything it needs. An almost endless stream of supply ships shuttles food, fuel, ammunition and all of the other items the Fleet requires. Most of it is stored at Subic Bay.

Subic Bay's 52,000 acres also contain an extensive Naval Ship Repair Facility; a supply depot; naval magazine; Public Works Center; station hospital; Marine Barracks; a popular Fleet recreation center, and what many Navymen and their dependents call the "Navy's finest overseas housing."

AT CUBI POINT, about five miles across Subic Bay from the Naval Base, Seabees from all over the Pacific began construction on the Naval Air Station in October 1951. To build the station they literally had to move a mountain in one of the largest earth-moving operations ever attempted.

The job involved, among other things, digging, moving, hauling and dumping some 19 million yards of earth and 15 million yards of coral fill, plus dredging a carrier anchorage and seaplane harbor. It required the use of about one million pounds of dynamite, a quarter million yards of concrete, and the laying of two and a half miles of pipe.

The result—the Navy's most advanced base in support of carrier striking forces in the Far East.

NAS Cubi Point was officially commissioned in July 1956. It consists of an 8000-foot runway, a carrier dock, plane parking area and various other base structures. Its missions include support of Fleet reconnaissance, transport and utility aircraft, and support of operations involving ASW, heavy attack and transport planes and carrier air groups.

TOP VIEW — U. S. Naval Station, Sangley Point, is located on a peninsula which has area of less than 1 square mile.



AT EASE — U. S. Navy ships lie in spacious Subic Bay, which could anchor or berth the entire Seventh Fleet.

NAVAL COMMUNICATIONS STATION, Philippines, located near the fishing barrio of San Miguel, Zambales, some 25 miles north of Subic Bay, is the newest of the Navy's installations in the Philippines.

It opened for business in January 1958, replacing the communications facility at Sangley Point. It was redesignated NAVCOMMSTA Philippines in June 1961.

NAVCOMMSTA Philippines' primary mission is to provide communications for the Seventh Fleet. In addition, direct point-to-point circuits connect with other military centers in the Philippines and the western Pacific.

The Station also operates communications centers at Subic Bay, Cubi Point, Sangley Point and Tarlac. It encompasses communications facilities at three locations, San Miguel, Mt Santa Rita, and Tarlac. The Tarlac station was opened in the summer of 1962, after a former transmitter facility at Bagobantay was closed.

All of this represents a vast build-up in U. S. naval power in comparison with the relatively small and lightly manned facilities which existed in the Philippines before World War II.

Primarily these were the Cavite Navy Yard; the Naval Hospital, Canacao (the old hospital buildings are now the headquarters of COMNAVPHIL); Naval Station, Subic Bay; and the Naval Communications Facility at Sangley Point. All operated under the command of the Commandant, 16th Naval District, located at Cavite.

Also, for a short time just before the outbreak of the war, the Commander in Chief, U. S. Asiatic Fleet, occupied temporary headquarters in the Port Area in Manila.

Those headquarters, and all other Navy bases, were vacated upon arrival of Japanese occupation forces in January 1942. During the occupation the bases were rehabilitated and used extensively by the Japanese Navy and, as a result, were heavily damaged during the recapture of the islands.

In the months between liberation and V-J Day many new Navy bases were established as required.

They included naval section bases at San Fernando, Iloilo, Cebu and Basilan Island; LORAN stations at Naulo Point, Talampulan Island and Tarumpitao Point; an Acorn unit at Clark Field; naval operating bases at Subic Bay and Tacloban; a submarine base at Subic Bay; supply depots at Tacloban and Subic Bay; Philippines Sea Frontier headquarters at Manila; naval air stations at Sangley Point, Tacloban and Cebu; a boat repair unit at Cavite; a port director's unit at Batangas Bay; PT bases at San Jose and Basilan Island;

TROPICAL STYLE — Naval Station, Sangley Point, puts out welcome sign over air terminal. *Rt:* Special Services is in hotel business.





a ship repair facility and naval advance base at Iloilo, and a naval air and section base at Puerta Princesa. Most of these were disestablished shortly after the end of the war.

THUS, THE NAVY'S history in the Philippines breaks down into three distinct segments – the 1898-1941 era, when the Philippines were a U. S. protectorate; the war years, 1942-1945; and the years since 4 Jul 1946, when the Philippines became a free and independent nation.

We have functioned in the Philippines since that date as a partner in mutual defense with the Republic of the Philippines. We maintain our bases there under a lease agreement with that nation. In such a situation, RADM Monroe's job as CINCPACREPPHIL and co-chairman of the Philippines-U. S. Mutual Defense Board is of at least equal importance to his activities and responsibilities as COMNAVPHIL.

As the direct representative of the U. S. Government on the Board (which functions under the Philippines-U. S. Council of Ministers as provided by the Mutual Defense Treaty) RADM Monroe is charged with directing United States efforts toward the goal of that treaty—"to develop and improve, through continuing military cooperation, the common mutual defense of the two sovereign countries."

In the comparatively short period of time since its establishment (May 1958), the Board has played a vital role in maintaining excellent relations between the military forces of the U. S. and the Philippines.

A prime task of the MDB since its inception has been continued planning for the mutual defense of the Philippines—a subject which, as you might well imagine, since the events of World War II, is very close to the Filipino heart.

SOME OTHER notable accomplishments of the Board include:

• Establishment and appointment of Philippine Military Liaison Officers aboard each military base in the Philippines—a move which has proved highly successful as a means to minimize friction between the bases and local civilian officials. Liaison officers are currently assigned to both the Naval Station, Sangley Point, and the Naval Base, Subic Bay.

• Determination of the exact boundaries of U. S. bases in the Philippines.

• Agreement on policies and procedures for explosive ordnance disposal in the Philippines.

• Forming a permanent intelligence committee to brief the Board on potentially important international and local situations.

• Outlining procedures for coordination between the base commander, local law enforcement agencies and the Philippine Constabulary in problems involving military security.

• Approval of working arrangements for cooperative search and rescue efforts in the Philippines area.

That sums up much of the present, and a little of the past, of the Navy story in the Philippines.

Threats to, and actual assaults upon, peace are an old story to the South China Sea. But we can take comfort in the knowledge that as long as the Seventh Fleet can continue to rely upon our bastions in the Republic of the Philippines for an important part of its muscle, we figure to be in pretty good shape.

—Jerry McConnell, JO1, USN.



STRUCTURES at U. S. naval activities in the Philippines range from quonset huts (above) to modern buildings such as one shown below.





AIRCRAFT TRAFFIC at the Naval Station, Sangley Point, is directed from tower (above). Below is one of Sangley Point's new buildings.



TIED UP — *USS Ranger* (CVA 61) and other Pacific Fleet ships rest alongside piers at Yokosuka Naval Base, Japan.

U.S. Naval Forces, Japan

THERE ARE FEW Pacific Fleet sailors who are not at one time or another privileged to see snow-capped Mount Fuji and experience the hospitality of the Japanese people.

Steaming into the mouth of Tokyo Bay to Yokosuka, where the principal U. S. Navy base in Japan and the Far East is located, a sailor can see Mount Fuji on a clear day. One of the most beautiful mountains in the world, it is regarded as sacred by the Japanese.

And as for the hospitality of the Japanese people, one has only to stay in the country a short time to find that they are polite and friendly, always ready to help a visitor.

But what are the missions of the U. S. Navy in this country which lies 4000 miles across the Pacific, and who is responsible for our Naval forces in that area?

All Naval installations in Japan are under Commander U. S. Naval Forces, Japan. CNFJ is the senior U. S. Navy flag command ashore there. His mission is to act as the Naval representative of the Commander-in-Chief, U. S. Pacific Fleet, in Japan and the Ryukyus. RADM Walter H. Price, USN, assumed this duty in the fall of 1962.

Some of the special tasks involved in his job include supporting Fleet forces, preparing plans for antisubmarine warfare, working with our Military Assistance Advisory Groups in Japan, providing intelligence support, and providing for the protection and security of U. S. Naval Forces and installations within Japan and the Ryukyu Islands.

FLAGS of United States and Japan fly in front of MSTS Western Pacific Area Headquarters at Yokohama.



BESIDES THESE DUTIES, CNFJ is Commander Task Forces 36 and 96. The primary responsibility of Task Force 36 is the active prosecution of all unidentified submarine contacts. In carrying out this responsibility, CTF 36 uses air and surface forces from the Seventh Fleet. Equally important is the responsibility for control and protection of shipping.

CNFJ maintains an operational control room where friendly shipping is tracked and reported to the Movement Report Center in Pearl Harbor. This control room is manned 24 hours a day. It is here that exercises are continually in operation or planning,

to train both surface and air forces in antisubmarine warfare and convoy operations. In addition, coordinated operations are conducted from time to time with the Japanese Maritime Self Defense Force.

CNFJ carries out his responsibilities for search and rescue operations under the CTF 96 title. Emergency calls are frequently received for naval assistance in disasters or distress at sea. When such calls are received, available Seventh Fleet units, both surface and air, operating under CNFJ, provide all possible assistance.

Another of CNFJ's titles is Commander U. S. Naval Component, Japan. Tasks assigned under this title include assisting Commander U. S. Forces, Japan, in providing for the defense of Japan, and assisting him in the conduct of negotiations with the Japanese government, as requested.



BRONZE IMAGE of Buddha, over 40 feet tall, may be seen by all who visit city of Kamakura, Japan.

SUPPORT OF THE Seventh Fleet is normally the number one task of CNFJ. This includes such services for ships as regular overhauls, restricted availabilities, voyage repairs and emergency repairs.

Logistic support is also provided, which includes Fleet freight handling; disbursing services; transportation and berthing of personnel; materiel support, including petroleum products, fresh provisions and ship's store stock; housing; medical care; mail; and recreational facilities.

Within U. S. Naval Forces, Japan, are: Commanders Fleet Activities, Yokosuka, Sasebo, and Ryukyus; Commander Naval Air Bases, Japan; Naval Security Group Activity, Kami Seya; and Naval Communications Station, Japan. These commands occupy 59 separate facilities covering nearly 60,000 acres with a plant value of 235 million dollars.

Shipboard sailors are likely to put in at Yokosuka when they first enter Japan. The Yokosuka Naval Base has a lineage that finds its roots in the same year that the Civil War ended in the United States.

Yokosuka was formerly the headquarters of the Japanese Yokosuka Naval District.

Oddly enough, its birth came from a distinctive foreign influence. Admirers of the French style of engineering, the Japanese hired a Frenchman named Verny to plan and execute the construction of this now great base.

By 1907 the base and shipyard had extended to the neighboring town of Taura, three miles distant, and an all-steel battleship had been completed. Its displacement of 20,000 tons made it one of the largest of its kind in the world at the time.

DURING WORLD WAR II, Yokosuka Naval Base expanded its field of activities. Over 40,000 Japanese civilians were employed within the base. The city of Yokosuka grew in proportion to hold this tremendous influx of workers.

Veteran Japanese workers at the Yokosuka shipyard can recall only one time that the base was subjected to bombing. One (or more) of Doolittle's famous raiders, 18 Apr 1942, hit Drydock Five and a seaplane tender nestling within it.

During the rest of the war, bombings were confined to ships outside the harbor, which prompted a run of rumors among the people in the vicinity: "Move to Yokosuka and be safe. The Americans are sparing it for a future base!"

On 30 Aug 1945, with almost 900 Allied ships in Yokosuka harbor, some 20,000 British and American Marines and sailors landed at Yokosuka.

With the outbreak of the Korean conflict, construction at U. S. Fleet Activities rapidly increased. Ship re-

JAPANESE FOLK DANCERS perform for Seventh Fleet cruisermen while ship is prepared to get under way at Yokosuka.





HEADQUARTERS of Commander Naval Forces, Japan, overlooks vast complex of naval activities at port of Yokosuka.

pair facilities were activated to meet the demands of the United Nations forces in Korea.

AFTER THE KOREAN fighting ended, U. S. Fleet Activities continued to build, but what it was building was not always as tangible as shops and other structures. It was something much harder to come by—goodwill and mutual understanding of the host country.

U. S. Fleet Activities has made continuous efforts to encourage sports events between Navymen and Japanese. Baseball, football, judo matches, and an annual swimming race around Miura Peninsula round out the sports program.

In addition, the Fleet Activities band has played jointly with Japanese bands during Japanese festivals in the Kanto Plains area.

Some of the major commands under the administrative control of Fleet Activities, Yokosuka are: the Ship Repair Facility, which is equipped to provide docking, overhaul, repair, conversion and activation for all types of Navy, Army, Coast Guard and Military Sea Transportation Service ships.

The facility has six drydocks, the largest of which is capable of handling aircraft carriers of the *Forrestal* class. This drydock, and a similar one in Sasebo, are the only drydocks in the Far East under Navy control capable of handling these large carriers.

The naval Supply Depot, the major Navy supply activity in Japan, procures, stores and issues supplies, spare parts and equipment to all Naval activities and Marine Corps aviation activities in Japan and Okinawa. The depot loads and unloads over 50,000 tons of material each month.

HEADQUARTERS Support Activities is administratively responsible for the Navy men and women assigned to Fleet Activities, Yokosuka, and component commands. It provides services and logistic support to Fleet Activities, Yokosuka. Activities under HSA include the personnel office, ship's store, special services, receiving barracks and station barracks, station mess hall, legal office, housing office, chaplains' offices, and a variety of special services.

Three clubs are operated for the entertainment and recreation of thousands of Seventh Fleet sailors who visit Yokosuka annually, as well as shore-based personnel of Fleet activities Yokosuka. They are Club Alliance, the largest enlisted men's club in the Western Pacific and one of the largest and most complete in the world; the Windjammer Petty Officers' Club and the CPO Club.

The U. S. Naval Hospital and dental clinic offer complete medical and dental service to Navy men and women and their dependents stationed in the area. The hospital can normally accommodate 325 patients but can be expanded to accommodate over 700 if required.

The Naval Housing Activity, Yokohama, provides community type dependent housing and logistic support for authorized military and civilian personnel stationed in the Yokosuka-Atsugi-Yokohama area. There are 1549 sets of quarters at the activity. In addition to the housing, the activity maintains limited recreational facilities, a Navy exchange, a commissary store, and dependent schools.

CARRIERMEN line flight deck of *USS Oriskany* (CVA 34) as the attack aircraft carrier backs towards pier at Naval Base, Yokosuka, Japan.



THE NAVAL, Ordnance facility receives, stores, issues, maintains

and renovates ammunition and explosives. It has $35-40 million worth of ordnance, plus docking and storage facilities. It utilizes cave storage in certain locations.

The Fuji-McNair Maneuver Area comprises approximately 40,000 acres located on the slopes of Mount Fuji. This area is for training Marine elements of the Seventh Fleet. Amphibious vessels normally unload the troops and equipment at Numazu Beach, and from there the Marines travel north by vehicle to Fuji.

The U. S. Naval Communications Station, Japan, has its administrative offices and communication center in Yokosuka. Naval Communications Station, Japan, is a major element of the world-wide U. S. Naval Communications System.

The Marine Barracks, Yokosuka, provides security for Fleet Activities, Yokosuka, and certain outlying areas. To accomplish this mission, about 12 officers and over 200 enlisted Marines are assigned. About the same number of Japanese civil policemen are assigned, along with a sentry dog platoon.

Fleet Activities, Ryukyus, the senior naval command on Okinawa, coordinates logistic support to Fleet units calling at Buckner Bay and Naha. It also maintains and operates a recreation center at White Beach, Buckner Bay. Present facilities consist of officers' and enlisted clubs, a 25-meter swimming pool, softball, baseball and volleyball fields; locker, shower and head building; a four-lane bowling alley, and miscellaneous minor facilities. Commander Fleet Activities, Ryukyus also maintains liaison with other military services in Okinawa.

The senior naval aviation commander under CNFJ is Commander U. S. Naval Air Bases, Japan, with headquarters at the Atsugi Naval Air Station. He is charged with exercising military command and coordination control of the Naval air activities in Japan.

NOW A LOOK at the personnel picture. The average population totals within the Naval Forces, Japan, area are in the neighborhood of 12,500 Navy and Marine personnel, 10,500 dependents, and 17,000 Japanese employees. These figures include dependents of Seventh Fleet Navymen whose ships are homeported in Japan.

Although CNFJ has the responsibility of providing logistic support to forces afloat in the area, it should be pointed out that primary logistic support of the Seventh Fleet is provided by Commander Service Squadron Three through the use of mobile logistic support ships, such as repair ships, tenders, stores ships, ammunition ships and oilers. Using this mobile support, the Seventh Fleet (see page 16) is capable of sustained operations in any area of the Far East for an extended period of time.

A portion of Seventh Fleet units, including two Marine Air Groups, one Navy Air Wing, and one Mine Flotilla, are homeported in Japan.

Commander Seventh Fleet's flagship, the guided missile cruiser USS *Providence* (CLG 6), also is homeported in Japan.

In summary, U. S. Naval Forces, Japan, are in the western Pacific to honor our numerous treaty commitments, to assist in the defense of our allies in the area, and to improve their capabilities to defend themselves and carry their share of the free world effort.

—Jim Lewis, JO2, USN

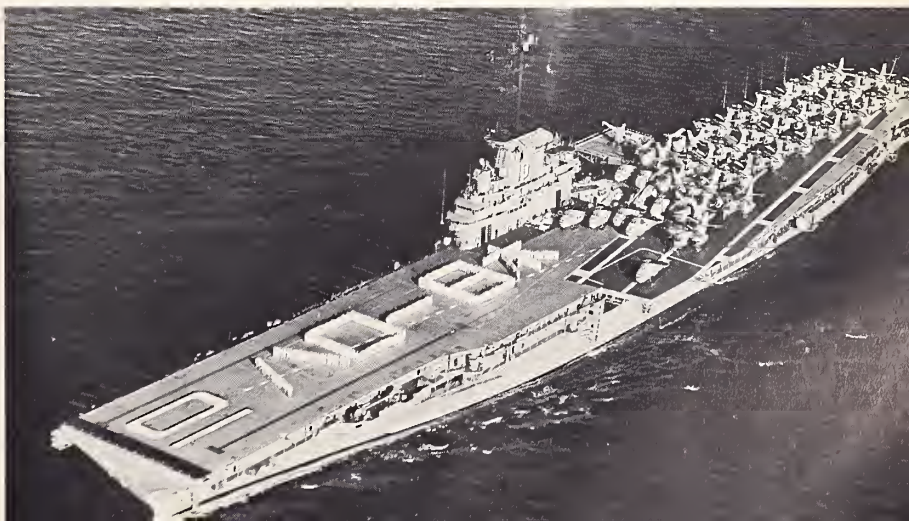


BEHIND THESE GATES lies U. S. Fleet Activities, Yokosuka, Japan. *Below:* Navy musician shows Sasebo youngster how to hold trumpet.





FIRED UP — Pacific Fleet sailor gets a light from helpful Japanese in Tokyo. *Below:* "Hello Nippon" says greeting on deck of *Yorktown*.



SEATO



IN SEATO EXERCISE destroyers demonstrate ASW off the Luzon coast.

ON BANGKOK'S Rajadamnern Avenue, there is a white-gabled building with a portico supported by pillars reminiscent of the smokestacks on a Mississippi River steamboat. Above the portico fly the flags of the eight member nations of the Southeast Asia Treaty Organization.

Its enemies say it is a paper tiger. Its friends say it will help prevent aggression, halt subversion and strengthen the bonds of sympathy and understanding among its members.

On one point, almost everybody agrees. SEATO is an organization the like of which has rarely, if ever, been seen before.

Unlike the North Atlantic Treaty Organization, SEATO has no standing armed forces of its own and nc uniformity of weapons.

Although its name invokes Southeast Asia, only three of its eight members—Pakistan, Thailand and the Philippines—are Asian nations. Australia and New Zealand have a vital interest in the defense of Southeast Asia and three—the United States, France and the United Kingdom are, geographically, far removed.

A purely defensive alliance, SEATO resulted from the widespread subversion and attempts to overthrow existing Asian governments which began during World War II and continued in the postwar years. Local communist movements which had made little headway before the war were able to identify themselves with local resistance and liberation movements which arose from the nationalistic fervor which swept through Asia during and immediately following the war.

There communist forces often eliminated elements which would not cooperate with them and resorted to armed revolt against their own countries after independence was gained.

A NEWLY INDEPENDENT country has rough enough going in this day and age without being gnawed at by subversive elements from within and nibbled by aggression from outside its borders.

The United Nations was able to come to the aid of one Asian nation which fell heir to such troubles. The security council, taking advantage of a Soviet boycott of the session, voted military aid to the Republic of Korea when it fell victim to communist aggression.

However, when Thailand requested a team of UN peace observers to report on developments along its border with Laos, where communist forces from North Vietnam were threatening Thai security, the Soviet Union did not repeat its faux pas and promptly vetoed the proposal.

SHIPS OF SEATO rendevous in the South China Sea for replenishment.



Thailand invoked Article 51 of the United Nations Charter, which authorizes collective defense arrangements. The United States also saw the need for such measures, noting that arrangements for collective defense should be made in advance of aggression, not after it is underway.

So it was, with this purpose of defense against armed attack and subversion in mind, the Southeast Asia Treaty alliance was organized in 1954.

At the top of the SEATO organizational structure is the Council of Ministers, which has two arms. The civil arm is represented by the Secretariat-General; the military arm by the Military Planning Office.

Council members keep an eye on the political situation in Southeast Asia, and if there is a threat, either military or non-military, they discuss what can be done about it.

At their meetings, they also take stock of their past work, as well as programs which they have just begun or are contemplating.

The Secretariat-General supports and coordinates activities in the fields of cultural relations, economic services, public information, research and security—but more of this later.

The military activities of SEATO are directed by a council of military advisers who are all high-ranking officers at chief of staff or theater command level.

The military advisers work to standardize service procedures among the armed forces. Each member nation is represented in the military planning office by a senior planner. Collectively they form a committee which negotiates initial agreement on all military matters and does the day-to-day planning work.

SEATO's planners concluded that the organization should rely primarily on mobile striking power combining the land, sea and air forces of its member nations.

TO COORDINATE its power, SEATO has conducted a number of exercises. They began as simple demonstrations of coordinated movement

Stands for Collective Defense

and developed into complicated operations requiring considerable skill, power and effectiveness.

Language difficulties and trouble arising from technical operational differences have had to be solved, as have difficulties arising from putting various armed forces under a single command.

Hard work, however, has borne fruit, for SEATO exercises have reached a stage where tactical working coordination has been achieved.

SEATO exercises have followed three general lines of development: Maritime involving sea and air forces; air-ground in which air units give support to Army units deployed in the field; and sea-land, involving support of land operations by naval forces.

Under various mutual aid programs, commissioned and non-commissioned officers have attended schools in other SEATO countries. In addition, various training missions and advisory groups have been exchanged to build a pool of specialists trained to use modern equipment.

The end result is that the SEATO countries are creating more effective armed forces than they could have achieved individually.

SEATO not only seeks security through military unity but carries its activities over into economic, social and cultural affairs.

ALL SEATO countries, except France, are members of the Colombo Plan for economic development. The United States has a program of massive capital and technical aid for southeast Asia, and France has its own programs of technical assistance in southeast Asia.

SEATO studies the economic impact of defense efforts on its members' economies and looks into bottlenecks in defense production.

It also casts an inquisitive eye on problem areas and social groups which are economically weak and susceptible to communist subversion.

By collective study of these matters, member governments are assisted in carrying out their obligations under the treaty.

Several schools have been organized as a result of SEATO efforts. For instance—a graduate school of engineering has been established at Bangkok and the Skilled Labor Program for the Asian member nations has been instituted.



SEATO AIRPOWER — Planes of the U. S. and Thailand fly over Bangkok.

The graduate school of engineering offers courses in civil engineering with hydraulics as a major. Students can obtain a master's degree from the school in two years.

Factory work schools, teacher training schools and modern industrial schools have also been established. Through education, the southeast Asian nations hope to become somewhat industrialized—not only to supplement their largely agricultural economies but to strengthen their defensive capabilities as SEATO members.

A cholera research program, largely financed and staffed by the United States, and aimed at the eventual elimination of cholera, has been undertaken.

FOR CENTURIES, cholera has been the scourge of Asia. Its elimination would be a tremendous boost to all Asian nations.

Laboratories have been established to work on vaccines and make clinical, physiological, and cholera susceptibility studies.

In addition, laboratories at the University of Chicago, Jefferson Medical College and the University of Pittsburgh have undertaken studies for which the laboratories in southeast Asia are not equipped.

On the cultural side of SEATO, a move is underway to create a better understanding among member countries by encouraging them to spread knowledge and appreciation of the attitudes and activities of their peoples' history, culture and achievements. Cultural exchanges between SEATO countries are being promoted. SEATO governments are also working to make their people aware of their own problems in relationship to those of the modern world.

—Robert Neil.

TIME OUT — U. S. Navymen tour the Royal Palace grounds in Bangkok.





HARBOR SIGHTS — Highlight for a Navyman on cruise in the Pacific is liberty in famed port of Hong Kong.

Liberty in Hong Kong

FOR A NAVYMAN today, liberty in Hong Kong is one of the high spots of a traveling career. It has lots to offer, combining the attractions of a westernized cosmopolitan center with the allure of the Orient. And it is a crossroads of the world.

However, if your ship had entered the harbor about a century and a quarter ago, you would have found only an abundance of rock, salt water and pirates.

Lord Palmerston, a mid-19th Century British Foreign Secretary, allegedly once remarked, "It seems obvious that Hong Kong will not be the mart of trade." Lord Palmerston hasn't seen it lately.

Hong Kong today is a colony of Great Britain consisting of three main areas. They are the island of Hong Kong (acquired in 1841), the Kowloon Peninsula (ceded in 1860), and the New Territories (leased from China in 1898 for a period of 99 years). Hong Kong Island is about 35 square miles, Kowloon is three square miles and the New Territories, a rural area of about 350 square miles.

It has a teeming population of more than 3,000,000 people—one of the most densely populated areas in the world—primarily Chinese, many of whom escaped to Hong Kong after the communist occupation of the mainland. Among the other groups are British, Indians, Portuguese, Americans, and tourists from all points of the globe—because sooner or later, as the saying goes, all tourists pass through Hong Kong.

If you're coming ashore as a member of a liberty party, you'll be landing at Fenwick Pier. This is the right place to start, because there are all kinds of facilities within a short distance to help the visiting Navyman.

You can convert your U. S. dollars into Hong Kong dollars at Fenwick Pier. You can also send telegrams, communicate with the U. S. by telephone, check parcels, have a free cup of coffee and get a bite to eat.

The Servicemen's Guides Association is located at the pier and can do a much better job of showing you the sights of Hong Kong than any guide who is likely to offer his services on the street. (Be wary of street guides, and stick to the Servicemen's Guides Association.)



When you leave Fenwick Pier, you can turn right and walk one block on Gloucester Road to the China Fleet Club.

This is a British Navyman's club, but honorary memberships have been extended to all visiting U. S. Navy Fleet personnel.

In this building, you will find restaurants, bars, lounges, a barber shop, bowling alleys, a theater and a billiard room. You can also get a bunk for about 25 cents a night.

ONE OF THE FEATURES in the China Fleet Club building is the display center of the U. S. Navy Purchasing Branch on the third floor. Making your purchases there will save you considerable long green. This is an official U. S. Navy office set up to handle all official purchasing which the Navy does in Hong Kong, as well as to aid individual servicemen with their personal shopping. For this purpose a display room is maintained. It contains approxi-

mately 1300 items which can be purchased at reduced prices.

Here you will get assistance and reliable information about purchasing silk and cotton goods, brocades, wood carvings, embroideries, cameras, watches, ivoryware, ceramics, carpets, jewels, items manufactured from hardwood and all the other things for which Hong Kong has become a world shopping center.

The average Navyman is not an expert in these items, but at the display room he doesn't have to be, for experts have already selected the merchandise and secured the best price from companies which guarantee their products.

Display room personnel (they're on the third floor, not in the lobby), also have information on customs regulations and know which products need Certificates of Origin.

The Certificates of Origin are required for certain items to insure that they were not made in or brought from Communist China. If you don't have the certificate it may mean that the money you spent is going to promote Communist Chinese efforts against the best interests of the U. S. You lose two ways—because without the certificate certain gifts or purchases will not be permitted entry into the U. S.

ONE MORE POINT to remember—heavy spending of your U. S. dollar overseas works against the present U. S. gold balance. Keep your spending at an intelligent level.

Most Navymen, when they hit Hong Kong, seem to want to take a ride on the Peak Tramway, which takes its passengers from sea level to the top of Victoria Peak.

Another mecca for visiting Navymen is the garden of the Haw-Par Mansion, once occupied by the late Mr. Aw Boon Haw, who made quite a lot of cash manufacturing ointment known as Tiger Balm.

The gardens are now open to the public and are populated by statuary representing all kinds of legendary, fictional, human and animal figures—which, according to some, are to be found in this world and the world beyond.

If you take the right ferry from Hong Kong, you will end up in Kowloon, the City of Nine Dragons.

This has grown from a walled city, in which the last of China's Sung Emperors took refuge from the invading Mongols, to a city with many new luxury hotels, department stores, fine restaurants and theaters.

Kowloon is a place where you can see Chinese opera, eat at elegant hotels, buy almost anything, and generally enjoy yourself.

IF YOU HAVE the time, visit the New Territories. They will give you an idea of rural Chinese life. Here you can see numerous duck farms, where the colony's and much of the world's supply of Peking ducks originates, plus some marvels of agriculture created by Chinese farmers who, through sheer doggedness, have changed the most unpromising land imaginable into productive farms.

The visiting Navyman is sure to enjoy his visit to Hong Kong providing he avoids the following pitfalls:

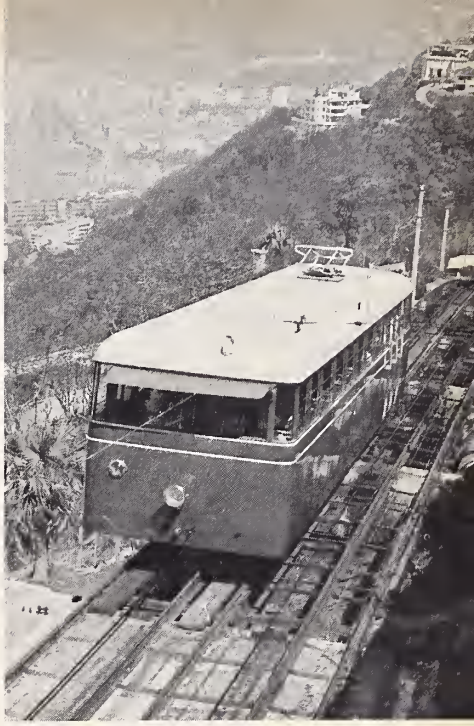
• Beware of the salesman who wants to do you a big favor just because he likes your looks.

• Don't let beggars run away with your heartstrings. They frequently work for syndicates which make begging big business, particularly through child beggars. If you feel charitable, direct your charity toward a reputable organization wise in Hong Kong ways; your charity will be distributed where it will do the most good.

• Watch out for the boys in the back-street shops who tell you a certificate of origin isn't needed for Chinese-type merchandise. They may just be hard up for a sale. Certificates are needed for silk, cotton, brocades, figurines, wood carvings, hardwood manufactures, embroideries, ivoryware, ceramics, carpets, jade, semiprecious stones, jewelry, brassware, furniture, lacquer, porcelain and rugs.

• Also, watch your currency. Most dollar signs in Hong Kong mean Hong Kong dollars, otherwise the price tag would read U. S. $. The entrepreneur who insists the sign means United States currency may be trying to line his purse while emptying yours.

You can have a good time in Hong Kong—and spend very little money doing it. As a starter take the Peak Tram. It's an exciting ride and you'll get a view that is like nothing else anywhere in the world.



PEAKING OUT — A thrill for Navymen visiting Hong Kong is a ride on tramway to top of Victoria Peak.

GARDEN SPOT — Sailors visit the unusual garden at the Haw-Par Mansion.



TAFFRAIL TALK

IN THE PRECEDING 63 pages we have tried to give a brief (sometimes, alas, a much too brief) description of major Pacific commands, and other representative units. Perhaps we haven't mentioned your unit or, perhaps in your opinion, haven't given it adequate treatment.

If so, please accept our apologies. We have two reasons for insufficient coverage: 1.) Lack of time and space; 2.) You didn't give us the word. The latter can be rectified. In fact, we have already scheduled other articles on the Pacific for future issues. It would help if you'd forward material, with photos, about your command.

In the coming months you'll see reports on the amphibious forces, Pacific repair ships and other "work horses," the jobs of the oceanographic vessels, and search and rescue aircraft.

★ ★ ★

In the preparation of this issue, it became necessary to limit our coverage of the regular items and announcements which directly affect all hands. However, because of the imminent deadline of one event, we feel compelled to use this final bit of space to make one further announcement.

It's time again to submit your cartoons to the Eighth All-Navy Comic Cartoon Contest. The rules are similar to those of the preceding years.

All entries must reach the Chief of Naval Personnel (Attn: Pers G11) by 1 July.

Rules governing the contest were published in BuPers Notice 1700 of 8 Feb 1963. They provide that:

All naval personnel on active duty and their dependents are eligible to submit entries. Comic (gag or situation) cartoons, to be acceptable, must have a Navy theme or background, must be in good taste, and must be suitable for general use. Cartoons must be in black ink on 8-by-10½-inch white paper or illustration board.

You may enter as many cartoons as desired, but each entry must contain the following information and statements securely attached to the back of the entry:

Full name of originator; rate/grade; service/file number; duty station; hometown and hometown newspaper; command recreation fund administrator; a brief statement certifying the cartoon is original; and commanding officer's endorsement forwarded, signed by either the commanding officer or his representative.

Type the following statement and sign—"All claims to the attached entry are waived and I understand the Department of the Navy may use as desired." Signed . . . (Name of contestant).

Dependents should supply appropriate data above and should make this statement: "I am the dependent of (Name, rate, grade, etc.).

Trophies, furnished by the Chief of Naval Personnel, will be forwarded to the respective commanding officers for presentation to the winners of the first five places. The winning cartoons, plus other leading entries, will be published in ALL HANDS magazine and suitable notation will be made in the *Special Services Newsletter.*

All entries submitted will become the property of the Department of the Navy for use as desired and will not be returned.

Good luck.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Information Bulletin, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor

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The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

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• AT RIGHT: FAN CLUB — Japanese children surround a destroyerman on board *USS McGinty* (DE 365) asking for autographs as the Pacific Fleet ship held open house during goodwill visit to Otaru.



THE MAN IN THE FLEET

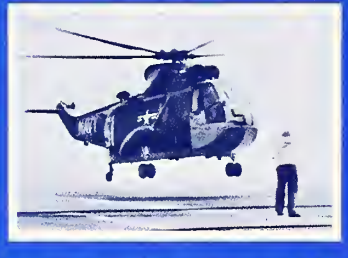
a vital force





















in the PRESERVATION of PEACE and FREEDOM

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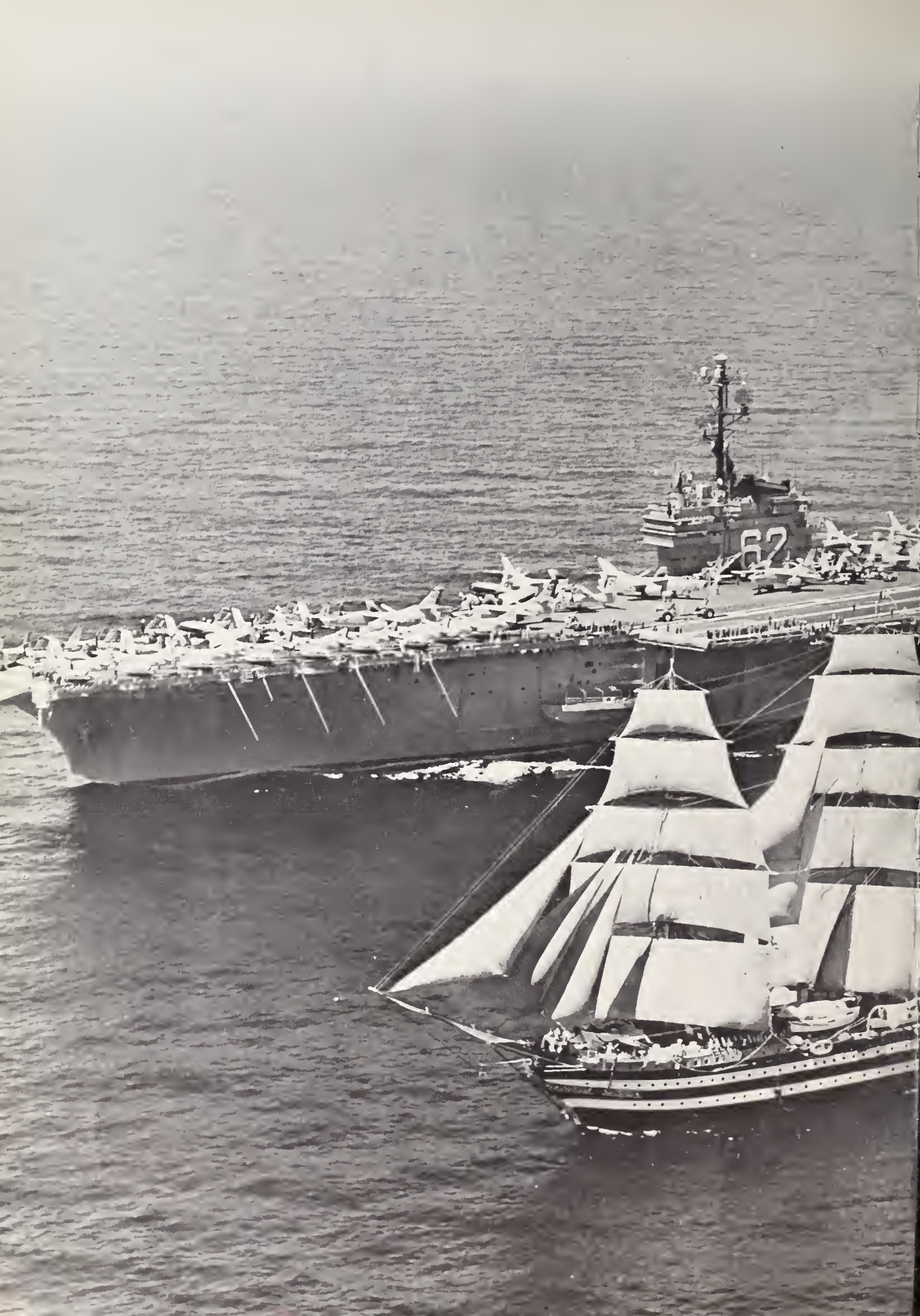
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The Deputy Chief of Naval Personnel

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Assistant Chief for Morale Services

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Don Addor, **Layout & Art**

French Crawford Smith, **Reserve**

• **FRONT COVER: BOSTON BOUND** — Corrierman standing ot bow of nucleor-powered ottock corrier *USS Enterprise* (CVAN 65) is fromed by jet plones of Attack Squodron VA-76 as the mighty ship rests in Boston Horbor.

• **AT LEFT: PRESENT GREETS THE PAST**—Photogroph of the attack carrier *USS Independence* (CVA 62) steoming post Itolian troining ship *Amerigo Vespucci* depicts a graphic contrast between seapower of yesterday and today. *Independence* is now in drydock for o 223,000-mile check-up.

• **CREDIT:** All photographs published in ALL HANDS ore official Department of Defense photos unless otherwise designated.



REWARD — Children of L. W. Beckhaus admire Navy and Marine Corps Medal awarded for saving shipmate. *Below:* Fire has initiated heroic actions.





THE SEA has seen heroic deeds.

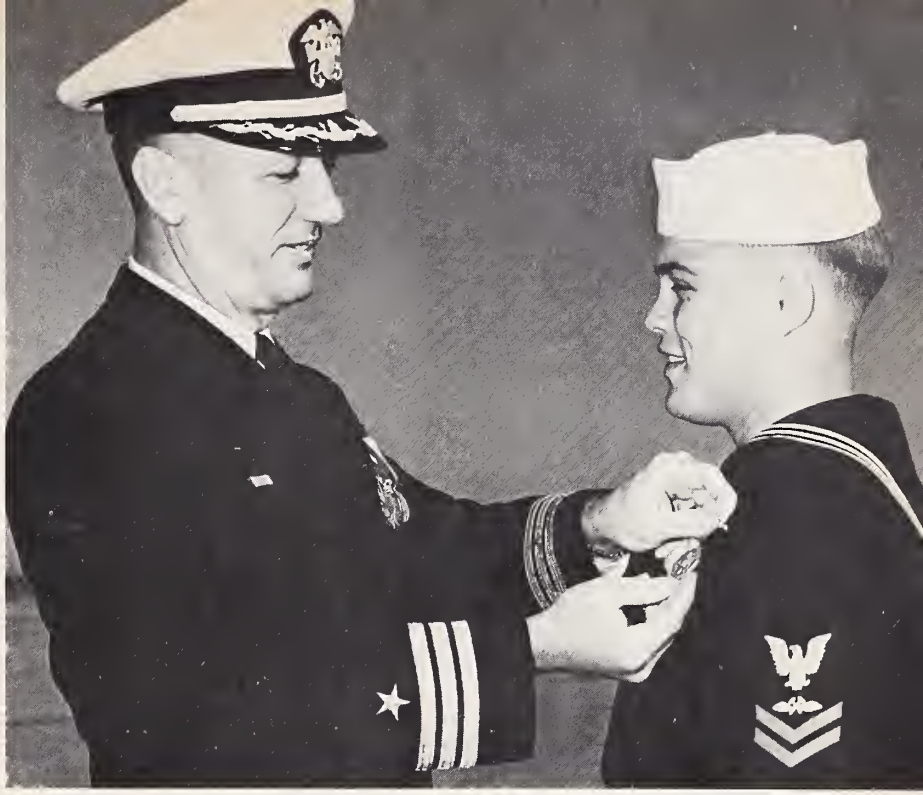
U.S. NAVY

ABOUT MIDNIGHT on 3 Nov 1960, William D. Bailey, FN, USN, was driving from his ship in Norfolk, Va., to his home in Newport News, Va. Nearing the high-level Hampton Roads Tunnel approach bridge near Hampton, Va., he saw a car go out of control, crash through a guard rail, and plunge 35 feet off the bridge into Hampton Creek.

Bailey immediately stopped his car to survey the situation. Realizing that the driver was injured and probably unable to help himself, Bailey knew he should do something, and he did. He jumped 35 feet into the darkened water and swam about 60 feet to reach the victim. The man in the car had suffered, among other injuries, a broken leg, and was, indeed, unable to help himself. Bailey, only a Class III swimmer, managed to keep the victim's head above water until a rescue squad arrived. The water at the point where the car fell was 25 to 30 feet deep and quite swift, due to an outgoing tide.

Because of his courageous action, Bailey was directly responsible for saving a life. His act was reported to his commanding officer by the investigating traffic officer and the Hampton, Va., chief of police. Acting





MEDAL MAN — Navy and Marine Corps Medal was presented R. E. Johme for rescue of swimmers from rip tide.

AND MARINE MEDALMEN

on the information contained in the reports, Bailey's CO recommended him for the Navy and Marine Corps Medal. On 10 Feb 1961, a little over three months after his courageous performance, a letter authorizing presentation of the medal was sent from the Chief of Naval Personnel to Bailey's Commanding Officer.

Since 7 Aug 1942, the Navy and Marine Corps Medal has been awarded for a number of deeds similar to Bailey's. This is not to say that Bailey's act was an ordinary one. It was only an example of the caliber of deed that it takes to earn the medal. Like Bailey, many of the winners have been in situations any of us might face at one time or another.

It has been awarded for rescues and attempted rescues from burning planes, ships, and houses; from automobile wrecks; from drownings both on the high seas and inland bodies of water; and for other situations where great courage is displayed.

HERE'S WHAT SecNav Inst. 1650.1B has to say regarding the standards that must be met to receive the medal. Bear in mind that in this case, *United States Navy* means Navy *and* Marine Corps. The medal is "awarded to any person who, while serving in any capacity with the United States Navy, distinguishes himself by heroism not involving actual conflict with an enemy, or to any person to whom the Secretary of the Navy has issued a Letter of Commendation prior to 7 August 1942 for heroism.

To justify this decoration, the individual must have performed a voluntary act of heroism in the face of great danger . . . , and such as to stand out distinctly above normal expectations. This award may be made for acts occurring during action with the enemy, provided they do not involve actual combat. For acts of lifesaving, or attempted lifesaving, its requirements parallel those of the highest Treasury Department award, the Gold Life Saving Medal, namely for extreme and heroic daring at the risk of one's own life.

Navy and Marine Corps Medal



"It is the Navy Department policy to award the Navy and Marine Corps Medal to Navy and Marine Corps personnel for heroic conduct in saving life, rather than recommending them to the Secretary of the Treasury for a Gold or Silver Life Saving Medal."

Before the existence of the Navy and Marine Corps Medal, Navymen were frequently recommended to the Treasury Department for lifesaving awards. The gold and silver Treasury Department Life Saving Medals have been authorized since 20 Jun 1874.

Although Bailey's action was given as a "typical" example of the kind of deed for which the medal is awarded, there have been some heroic performances that haven't been usual in any sense of the word.

TAKE THE EXAMPLE of two sailors attached to the U. S. Naval Security Group Activity at Bremerhaven, Germany. On 2 Dec 1961, Joseph J. Harrison, BM1, USN, and Leonard Weisensee, SK1, USN, were duck-hunting along the Weser River in the Bremerhaven area. Trying to retrieve a duck which had been downed about 50 feet from the shore, Weisensee stepped into a low-tide silted mudhole and began to sink. Harrison immediately tried to get to Weisensee to help him out of the hole. He too, stepped into the leading edge of the silted hole and started to sink. Through great effort, he was able to free himself. He then rushed back to the shore for the only gear that was available—two wooden stools.

Well aware of the danger involved, he returned to the trapped man. He got as close to Weisensee as he could, placed the stools in the mud, removed his parka, and spread it on the mud. He then instructed Weisensee to bend forward and lay as much of his body as possible on the parka, while grasping its sides. Harrison then stood on the stools and attempted to pull the parka and Weisensee toward himself. By this time, Weisensee was chest-deep in the mud. The struggle went on for two hours. Displaying great physical endurance, Harrison was able to release Weisensee from the hole just before darkness fell and the tide came in, flooding the area.

For his quick thinking and presence of mind, and for disregard of his own welfare to save the life of his shipmate, he was awarded the Navy and Marine Corps Medal.

OVER 3900 NAVY AND MARINE Corps Medals have been awarded since the medal was authorized on 7 Aug 1942. A bill which "provided for the issuance of a Sailor's Medal and a Marine's Medal . . ." was introduced in the House of Representatives on 19 Dec 1941. After review by the Navy Department, it was recommended that the name be changed to *Navy and Marine Corps Medal.*

When the bill became law, it contained a retroactive clause to include heroic deeds performed since 6 Dec 1941. Also, persons who had previously been awarded Secretary of the Navy letters of commendation for heroism were eligible for the medal.

The Navy and Marine Corps then had to secure an appropriate medal design. LCDR McClelland Barclay, USNR, submitted the design that was approved by the Navy and (as is required by law) the Commission of Fine Arts. LCDR Barclay was later killed in action off New Georgia Island in the Pacific.

The medal is an octagon (eight-sided figure) on which there is an eagle sitting on a foul anchor above a globe. The word HEROISM is at the bottom.

When an act of daring and heroism is performed that is considered to meet the requirements for the Navy and Marine Corps Medal, any officer may initiate action by submitting a letter through the chain of command to the Secretary of the Navy (Board of Decorations and Medals). Not more than three years may have passed since the act of heroism.

Recommendations must be based upon factual reports and, if possible, include indisputable testimony from two eyewitnesses. The report must contain a complete, concise description of the act and the status of the person at the time of the act. Enough detail should be included for the board to draw a conclusion.

Without a doubt, the men who wear the Navy and Marine Corps Medal can do so with great pride.

—Jim Lewis, JO2, USN.

Medals for Tiru Crewmen

One crewman from USS *Tiru* (SS 416), has received the Legion of Merit, and two others have been awarded Navy Commendation Medals following outstanding performance of duty and heroic action on board *Tiru.*

David J. McDonald, HM1, USN, received the Legion of Merit at the Pearl Harbor Submarine Base at the same time that James M. Wilson, ENCS, and Robert G. McNamara, Jr., EMC, received Navy Commendation Medals.

McDonald was awarded the LOM for outstanding performance of duty from 1 Sep 1961 to 30 Jun 1962. During this period, he carried out a very effective first aid training program on board *Tiru.* It paid off on 25 Jun 1962, when a malfunctioning torpedo caused smoke and toxic gases which overcame 18 crewmen in *Tiru's* after torpedo room.

McDonald led the first rescue team into the smoking compartment and restored respiration to five unconscious men. Other crewmen, whom he had trained, revived the remaining men who had been overcome by smoke and fumes. McDonald then supervised the first-aid treatment of all 18 men. His instructions were so effective that all casualties were returned to duty within four days.

Chief Wilson and Chief McNamara received Commendation Medals for their part in the rescue. Proceeding to the compartment next to the damaged torpedo room, they took charge of rescue operations. After the submarine surfaced, they opened the door to the damaged room, even though they realized that this would endanger their own lives. During the rescue operations, both men became unconscious as a result of the toxic gases.

Both chiefs are veteran submariners.



David J. McDonald



J. Wilson and R. McNamara, Jr.





Rampant Raiders

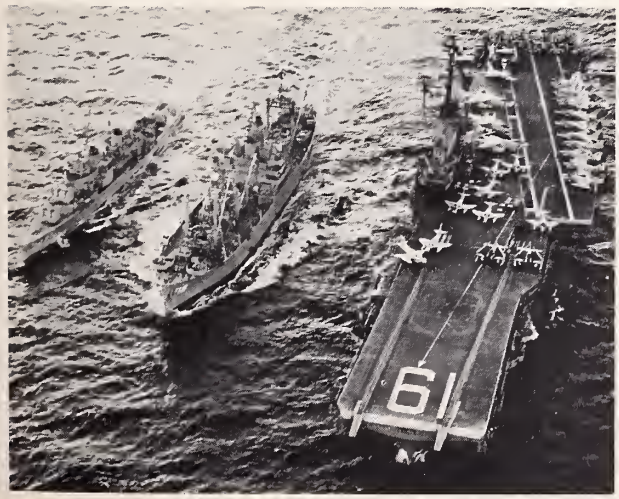
OLD FRIENDSHIPS were renewed when Attack Squadron 212 flew aboard the carrier USS *Hancock* (CVA 19) for eight days of flight operations at sea off the coast of California.

The Rampant Raiders, as the Navy birdmen of VA-212 call themselves, had logged time aboard *Hancock* before, when the carrier had a tour of duty in WestPac. The Raiders are based at the Naval Air Station, Lemoore, Calif., but the 20 officers and 130 enlisted men of the squadron are part of the carrier's complement when *Hancock* goes on cruise.

The squadron, whose A4B *Skyhawks* are identified by a heraldic lion painted on the side of the jet, went aboard *Hancock* for flight operations designed to keep the men and planes operating at top efficiency.

Top left: Tail hook is down as a Rampant Raider *Skyhawk* returns to carrier. *Top right*: Flight deck crew lines up a VA-212 jet on starboard cat of *Hancock*. *Right*: Raider pilot climbs aboard his mount. *Bottom right*: Pilots of Attack Squadron 212 receive briefing on the day's flight operations while at sea in Pacific waters. *Bottom left*: Floating field for Rampant Raiders, *Hancock* is replenished at sea.—Photos of VA-212 by B. W. Favero, AN, USN.



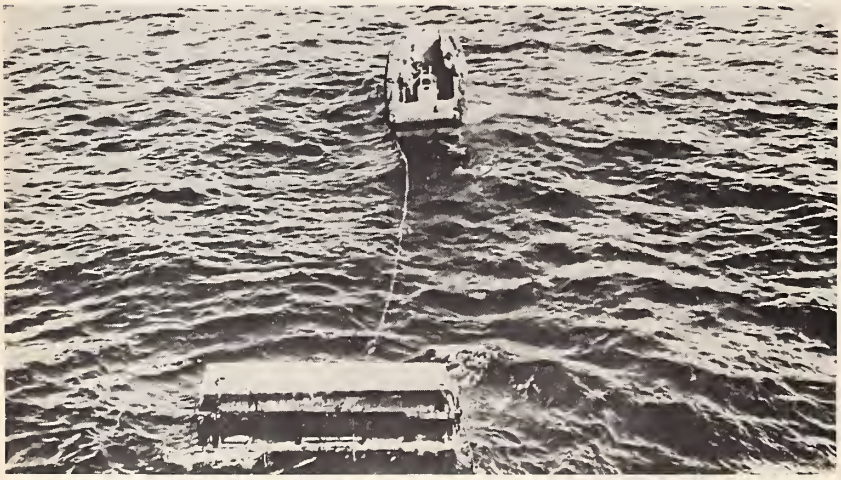




Mighty



ON THE ROCKS — SS *Pioneer Muse* with valuable cargo aboard sticks on reef. *Below:* Salvage team of USS *Conserver* (ARS 39) tows rescued cargo.



TOW TO TOW — Versatile USS *Deliver* (ARS 23) tows a string of barges.



KNOWN AS THE "mighty midgets of rescue and salvage," the small ARS auxiliaries of the Seventh Fleet have a job that could give much larger ships concern.

Their routine duties may include the recovery of lost ship anchors, landing craft sunk or grounded in amphibious operations, aircraft downed in coastal waters, or target buoys and target sleds sunk in gunnery practice. In addition, they can handle almost any other job that can be named.

Two examples of how these little ships pay their way may be found in the accounts of the recovery of over a million dollars worth of missile bodies from the wrecked merchant ship ss *Pioneer Muse,* and refloating the 13,000-ton ss *Dona Ourania* which went hard aground on Pocklington Reef, 250 miles from the nearest island in the South Pacific.

The first of these salvage efforts involved *Pioneer Muse,* a 560-foot, 20,000-ton Mariner class ship which was carrying government cargo to Okinawa when it hit the volcanic rock shore of the barren island of Kita Daito, 190 miles east of Okinawa, in the predawn hours of 9 Oct 1961.

While helicopters from uss *Princeton* (LPH 5) were rescuing the 40-man crew, Commander Task Force 73 ordered uss *Conserver* (ARS 39) to the scene for any possible salvage operations. At the same time a salvage expert on the staff of CTF 73 headed for the scene in the fleet ocean tug uss *Munsee* (ATF 107).

By early morning of the 10th, *Pioneer Muse* had broken in half and the after section had washed up on the rocky beach. The last of the crew and the ship's captain were lifted aboard *Princeton,* which departed for Okinawa. Two Army tugs remained in the area for security until arrival of *Conserver* and *Munsee. Conserver* arrived late that night but had to wait for dawn on the 11th to get close enough for a boarding party to determine possibility of salvage of the ship or cargo. Their report confirmed their worst suspicions.

Although the bow section of the ship was still intact, resting on a rocky ledge that extended into the sea, it was heeled over 12 degrees on the starboard side, with all lower holds open to the sea and the bottom torn

Midgets of the Fleet

out for the first 50 feet. The after half of the ship had now been almost completely demolished by the heavy surf. There was no way to offload the cargo except by breeches buoy to the island, no electric power on the island, no road across the island to the small fishing pier two miles away, and no way to get boats alongside because of the shallow water and heavy surf.

MEANWHILE IT WAS learned that the government cargo in the ship included missile bodies valued at almost one and one-half million dollars, destined for the U. S. Army based on Okinawa.

CTF 73 directed the Navy salvage team to determine the best method of attempting recovery of the cargo.

Representatives of the ship's owner, as well as salvage and insurance company experts, inspected the wreck and decided that no commercial salvage efforts would be attempted.

On the other hand, the Navy salvage team's recommendation that the Navy attempt to offload the missile bodies was approved by COMSEVENTHFLEET.

The crew of *Conserver* rigged an emergency diesel generator and ran power to the winches in the number three hold to lift the missile containers to the main deck. Since the containers were watertight they were lowered into the sea, floated to *Conserver*, and hoisted aboard. Several of the missiles were loaded aboard the ship the first day. It took one day for the trip to Okinawa and back, another day to recover the remainder of the missiles.

FIRST WORD on the stranding of ss *Dona Ourania*, an 8000-ton merchant ship, came on 1 May. USS *Bolster* (ARS 38) was the salvage ship directed to make the rescue.

At the moment, *Bolster* was making a final port visit to Yokosuka, Japan, before heading for her home port of Pearl Harbor, Hawaii, after four months' operations in the Seventh Fleet. Her new orders meant a 10-day journey via Guam for refueling.

Bolster arrived at Pocklington Reef on 15 May. The salvage team decided that *Dona Ourania* could possibly be refloated, even though the forward third of the ship was high and dry on the reef with six feet of daylight under the bow. However, because of the great depth of the water at the stern of the ship, normal methods could not be used to pull the ship off the reef. It would be necessary to risk blasting the coral rock from under the ship with explosives, with an alternate ship tugging the ship's stern back and forth.

The ship's crew had earlier been evacuated to Sydney, Australia, with only two salvage representatives left on board, making it necessary for the crew to return to operate the ship once she was afloat. The nearest spot to which the crew could be flown was Tulagi. *Bolster* made the 36-hour trip to Tulagi, picked up the ship's master and a 13-man skeleton crew, and returned to the reef.

A NAVY OILER, USS *Navasota* (AO 106), enroute to the Philippines from the annual Australian celebration of the Battle of the Coral Sea, was diverted to meet *Bolster* returning from Tulagi and replenish her with additional fuel and provisions.

One week from the day of *Bolster's* arrival, final preparations were made to refloat *Dona Ourania*. Temporary patching of the ship's bottom was finished, pumps were installed in the holds, the ship's engines were made operational and tested, towing lines were rigged, and everything was ready for the final blasting of the coral reef under the ship's bow.

The following day 14 explosive charges were fired, removing over 200 feet of coral from under the ship. For three more days the divers put explosive charges in the reef. During the latter phases of the blasting the ship was wrenched back and forth by lines attached to *Bolster*.

There were many sharks in the area but they didn't bother the divers so the divers didn't bother them. The real danger was from the 600-pound giant groupers that lay waiting in caves down in the reef. They have a fondness for chewing with their yard-wide jaws.

On 27 May, *Dona Ourania* finally slid off the reef and slipped easily back into deep water.

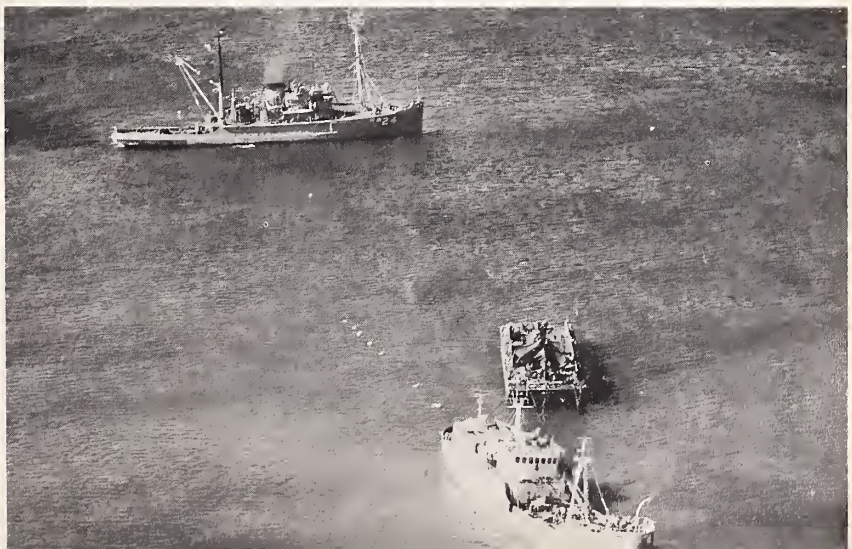
With temporary patches on her bottom, the ripped bow isolated by watertight bulkheads, machinery and pumps operating, *Dona Ourania* was escorted by *Bolster* to Brisbane.

To make the salvage job complete, the *Bolster* salvage team put a radar reflector on the unmarked reef to warn ships to stay clear of danger.

THESE ARE BUT TWO of the many salvage jobs done by these small ships. There are eight in the Service Force of the Pacific Fleet, homeported at Pearl Harbor, Hawaii. Two operate in Task Force 73 of the Seventh Fleet rotating—after periods of four to five months—with their sister ships which meanwhile serve Pacific Fleet Forces in the middle and eastern Pacific. This includes such tasks as supporting Joint Task Force 8 in mid-Pacific nuclear tests, plus towing and salvage work on the U. S. Navy ships based on the continental west coast of the United States.

—By LT K. E. Vann, USN.

HEAVE HO — USS *Grasp* (ARS 24) helps to work Japanese ship off reef.



Surveying the Undersea

WHILE STREAMLINED ROCKETS probe ever farther into the mysteries of space, USS *Maury* (AGS 16) and *Serrano* (AGS 24) go quietly about their task of pioneering another vast frontier. It is their job to survey the undersea highways traveled by the ships of the world. Right now they are working in the Pacific-Indian Ocean area.

Although the crews of the oceanographic survey ships *Maury* and *Serrano* don't receive the recognition given to astronauts, they do have the satisfaction of knowing that their mission of charting the mountains and valleys beneath the sea provides invaluable knowledge to navigators.

Maury, Serrano and the two soundboats of *Maury* comprise Task Unit 73.8.1. Since May 1960 the task unit has been surveying the Gulf of Siam, and it began another survey season there in October 1962. During the 1960-1961 season *Maury* and *Serrano*, along with the two soundboats, completed 23,765 miles of sounding in the northern part of the Gulf. During the past year the task unit completed a total of 35,596 miles of sounding.

As survey ships, *Maury* and *Serrano* must be able to determine their precise positions and the depth of the water accurately and simultaneously. Each reading of position and depth is recorded on rough "boat sheets" in *Maury's* plotting shelter. After corrections for tide and draft of the ship, the information on the boat sheets is transferred to a smooth chart of the area being surveyed. This is sent to the U. S. Naval Oceanographic Office where cartographers make up the final charts for publication.



THE HEART of USS *Maury's* surveying gear is her echo sounder.

BY MEANS OF *Lorac*, a long-range accuracy position fixing system, *Maury* and *Serrano* are able to keep track of their exact positions while making ocean soundings. Three beach stations are set up on the shore in the area where survey operations are to be performed. Radio signals from portable *Lorac* towers crisscross to "fix" accurately the positions of the ships at all times.

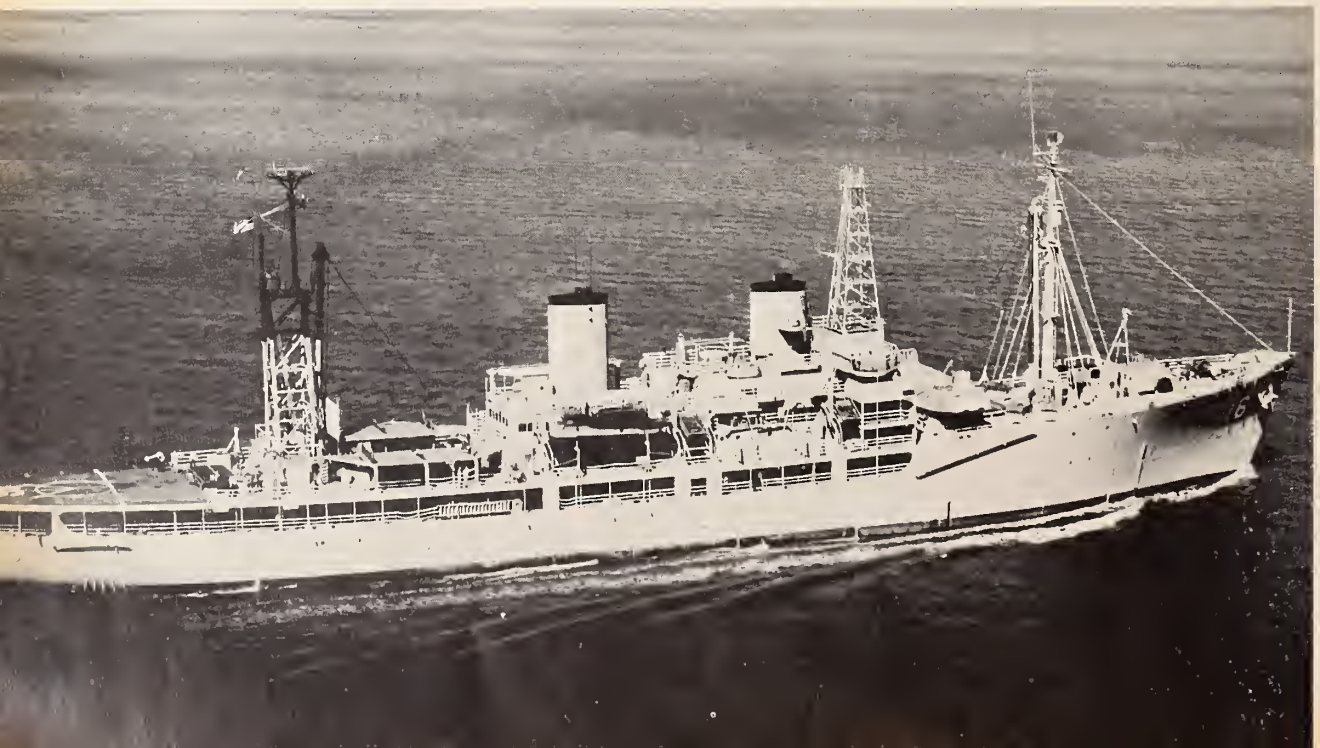
Soundings from *Maury and Serrano* are obtained by both deep and shallow water sounders. Transducers, which send these soundings, are installed in the ships' hulls. The fathometer bounces sound waves off the ocean floor and visually records their echoes in the form of depth measurements.

While *Maury* deals only with the hydrographic phase of oceanography, that is, the description of marine features which have special significance for navigation, *Serrano* is equipped to examine physical and chemical facts about the sea water and to study the organisms which live in the sea.

During the six-month season of the survey of the Gulf of Siam in 1961, *Serrano* spent two months conducting oceanographic operations in the Malacca Strait and Andaman Sea.

The two 52-foot soundboats of *Maury*, completely equipped with positioning and sounding equipment, greatly increase the capability of *Maury*—thanks to their ability to take soundings in very shallow water near

SEA SLEUTH — Oceanographic survey ship USS *Maury* (AGS 16) has been recording depths in the Pacific.



the coast. Each of the two boats displaces more than 30 tons, carries a crew of seven and is self-sustaining for a period of seven days.

PERSONNEL OF TASK UNIT 73.8.1 find themselves stationed in many different places while sounding operations are in progress. It takes a crew of seven to man each of the soundboats and four men (an electronics technician, engineman, hospital corpsman and seaman) are required to man each of the three beach stations where radio transmitters are located.

Maury also has a heavy-duty Marine helicopter with its Marine pilot and crew on loan from the Third Marine Division during the survey operations in the Gulf of Siam. Because of the impenetrable jungles in much of the area of the beach camps and radio tower locations, the helicopter provides the beach camps with supplies and lowers men with their equipment and tools to set up the radio towers in otherwise inaccessible places. The helicopter is also used to make aerial photographs of the area being surveyed.

Maury and *Serrano* make soundings in lanes at distances from 250 to 500 yards apart. The back-and-forth operation of surveying a large area often puts the ships within less than a mile of the shore, but they just turn seaward again, often spending 30 days at sea before going to Bangkok, the capital of Thailand.

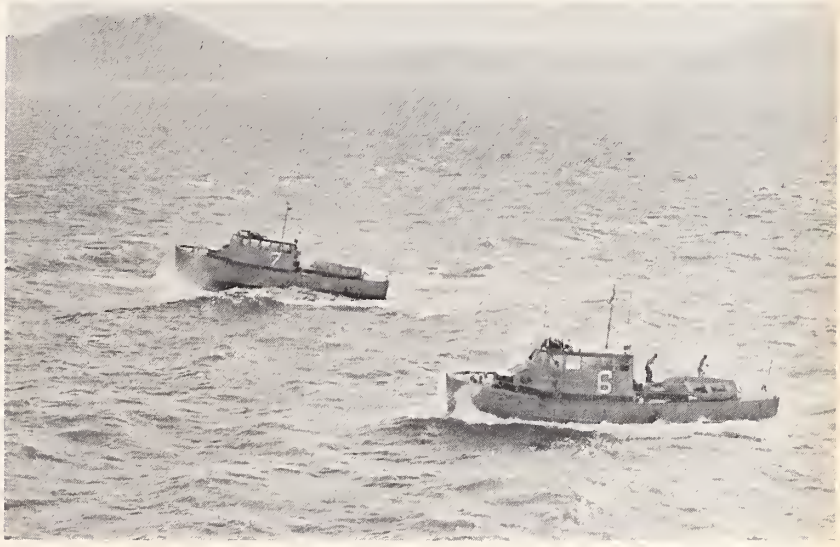
To record the survey operations permanently, *Maury* has complete photographic and printing facilities to produce charts, forms and other materials.

To relieve the monotony of the long weeks at sea, *Maury's* chaplain has instituted a ship's radio station with speakers throughout the ship. *Maury* now boasts the "coolest sounds in the Gulf of Siam." The station broadcasts 15 hours daily. Besides a world news program twice a day, a special program of music and comedy is aired each night over Station AGS, along with a program featuring interviews with the crew.

THE MEN OF THE task unit keep up an active People-to-People program while in Thailand and, in particular, on their port visits to Bang-



SOUND TRACK — Crew members of *USS Maury* plot ocean soundings and Lorac fixes. *Below:* Soundboats of *Maury* are used in shallow water.



USS SERRANO (AGS 24) has also been gathering info on Pacific waters.





SPECIAL DELIVERY — *Maury's* copter takes off with supplies for Lorac beach station. Copter is a necessity to reach these out-of-the-way spots.

kok. They donated more than 300 pints of blood to the hospital there last year and gave money to a Bangkok orphanage.

Upon its arrival at Bangkok in November 1962 to load for the start of the six-month survey operations, the task unit learned from the American ambassador of the devastation in Thailand in the wake of Typhoon *Harriet*, with more than 700 dead and 10,000 homeless. Immediately volunteering to assist, *Maury* delayed departure from Bangkok and loaded tons of rice, blankets, clothing and building materials, along with two members of the Thai Department of the Interior, to supervise relief operations. She carried this material to the stricken area for offloading by her ship's boats and helicopter, earning the heartfelt thanks of the grateful Thai government.

To further understanding of the United States by the Thai people, frequent guided tours of *Maury* and *Serrano* are given for the people of Bangkok when the ships are in port. *Maury* has welcomed on board His Royal Highness Crown Prince Vajira-Longarana and his sister, Her Highness Princess Ubolratana Rajkalaya, along with 27 of their classmates. The royal party was conducted on a tour of the ship, shown cartoons, and presented with gifts.

Personnel serving in *Maury* include 32 officers, 361 enlisted men and four civilians. Three of the civilian personnel are experts in hydrography and one is a specialist in *Lorac*. Two Thai liaison officers also have been attached to the ship for duty during work carried on in the Gulf.

The home port of both *Maury* and *Serrano* is Pearl Harbor. They are there for four months and on survey operations for the rest of the year. *Maury* and her sister ship USS *Tanner*, AGS 15, which is homeported at New York, are the only large oceanographic survey ships in the Navy.

Maury derives her name from Matthew Fontaine Maury, the American pioneer of hydrographic survey work. He was a "pathfinder of the seas" and the ship's emblem bears that same designation.

—Dean Walley, SA, USN

ON STATION — It takes three Lorac beach camps like this to provide *Maury* with precise positioning.





ETs Rate an 'E'

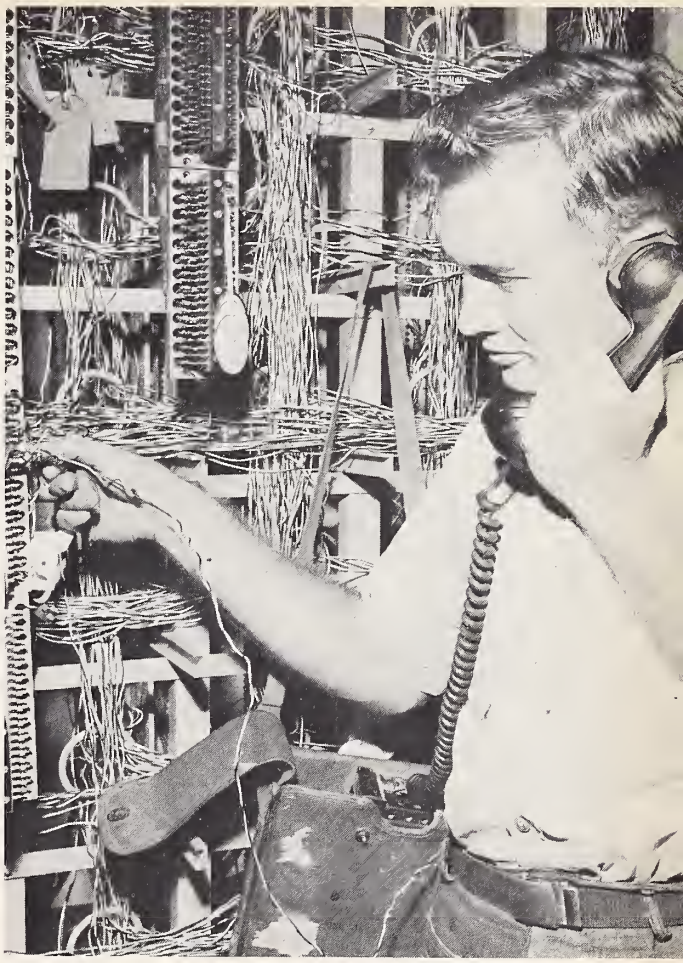
AT PUERTO RICO's Roosevelt Roads, the U. S. Naval Station's ground electronic equipment complex offers a real challenge to Navy electronic technicians.

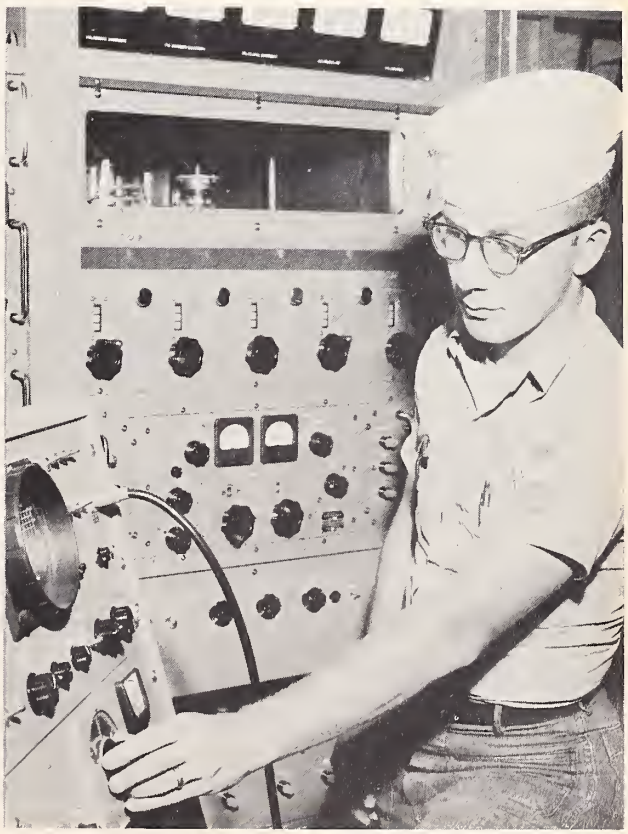
A maze of electronic equipment is located at the station's operations area, remote on-station sites, on the various tropical islands and on the highest peaks of Puerto Rico.

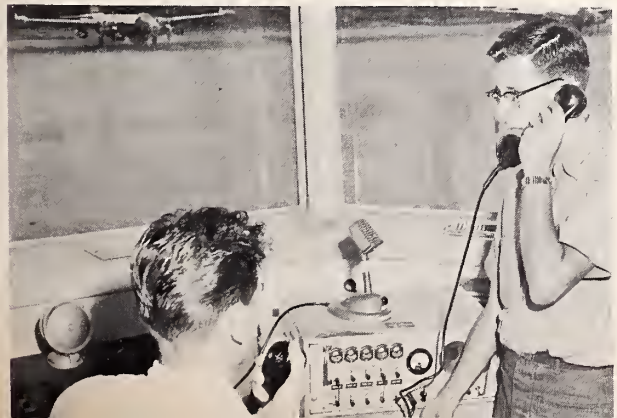
Typical installations are high-frequency, very high-frequency, and ultra-high-frequency transmitting and receiving sites, along with gunfire support training units, TACAN, direction finders, mobile FM radio equipment, test equipment and microwave links.

In the near future, these will be expanded to include surveillance and height-finding radars, "video link," repeaters and other equipment. The Naval Station's staff of highly trained technicians accepts this challenge of the Navy's electronic era with enthusiasm.

Clockwise from top left: (1) Blynn Gause, ETN3, USN, re-tunes teletype signal being received at the Roosevelt Roads Naval Station from the Naval Communications Station in San Juan. (2) Relays for telephones on the Naval Station and land lines connecting various points are tested by Frederick J. Rokosky, ETNSN, USN. (3) Ed Welch, ET1, USN, tests the fixed radio transmitter which provides inter-communications between the Hurricane Warning Center in Miami, Fla., VW-4 at Roosevelt Roads and all "Hurricane Hunter" aircraft in flight. (4) The TACAN monitor, located in the operations tower, is checked by Lawrence R. Williams, ETNSN (left), and Ronald A. Watkins, AC3, USN. TACAN provides pilots with a positive fix on aircraft's position in relation to station.









WAY OUT — DER on weather picket duty for TF-43 earns title of the 'loneliest ship in the Navy.'

On Picket Duty

The radar picket escort ship uss *Durant* (DER 389) recently returned to Pearl Harbor from several months' deployment to the Antarctic, where she served as weather picket ship for Operation Deep Freeze 63. While there she automatically qualified for designation as this year's "loneliest ship in the Navy."

Durant is the third member of Pearl Harbor-based Escort Squadron Five to participate in Deep Freeze as an ocean station vessel. *Wilhoite* (DER 397) patrolled the waters down under during Operation Deep Freeze 61, and *Vance* (DER 387) performed the same task in Deep Freeze 62 a year ago.

During her recently concluded deployment, *Durant* spent approximately four-fifths of each month plowing around on station in the notoriously rough Antarctic Ocean, halfway between Deep Freeze headquarters in Christchurch, New Zealand, and the advance research base at McMurdo Sound, Antarctica.

During one record-breaking stretch, for example, she completed a 34-day period (including Christmas day) at sea, returned to her temporary home port, Dunedin, N. Z., for just six days, and then went right back out for another three weeks on patrol.

Vance did substantially the same thing last year—yet surprisingly, 24 Navymen who were aboard her for Deep Freeze 62 volunteered to return this year aboard *Durant*.

The answer, apparently, is Dunedin. With the exception of the Deep Freeze weather picket ship, which homeports there each year, Dunedin plays host to very few Navy vessels.

And brief as it is, Deep Freeze weather picketeers rate the liberty there "tops in the Fleet."

Dunedin offers much to the sailor with a little time on his hands. There are several excellent museums and other scenic attractions, of both scientific and historical interest, in the area. Amateur photographers find plenty of material, whether in one of the beautiful city parks or out among the green rolling moors that make up much of the surrounding countryside. Special tours have been arranged to nearly every imaginable attraction New Zealand has to offer —from wool factories and mountain lakes to breweries and hydroelectric plants.

Hospitality doesn't end there, either. Bus service is free to the Navyman anywhere within the city, as are tickets to the weekly Saturday night dances. Friendly conversation can always be had in any of Dunedin's many restaurants and coffee houses. *Durant's* baseball and basketball teams got plenty of competition from local squads.

Durant was chosen for her Deep Freeze assignment because she is one of the most economical and best-equipped ships for ocean station duty.

Like other DERs, she was converted some years back from a World War II-type destroyer escort vessel. As a part of that conversion, she was equipped with modern air-search, height-finder and surface-search radar, plus improved communications facilities and sonar equipment.

Three key words—radar, communi-

cations and aerography—help sum up the bulk of *Durant's* Deep Freeze mission.

During the Antarctic summer months logistic flights are constantly made between Christchurch and McMurdo Sound. Ensconced at her midpoint ocean station, *Durant* provided navigational aid and weather information to the aircraft ferrying supplies and equipment to the men on the ice. She was also available as a search and rescue vessel if any of those planes had been forced into the water.

In addition, a six-man weather team of aerographer's mates sent a helium-filled balloon aloft twice daily. Then the radar gang took over, maintaining contact with the balloon until it either broke or traveled out of range. Weather information received from an aluminum foil radar reflector and a radio transmitter attached to the balloon was first evaluated by the aerographers, then disseminated by the radio gang to Christchurch and other units participating in the operation.

That's pretty much how it went—but it's simpler said than done. During the long at-sea periods work was seldom easy, sometimes downright hard, and nearly always monotonous. Each week on station can seem more like a month, as the hours, both work and off-duty, add up and up.

Durant's welfare and recreation committee helped battle off-duty boredom by staging frequent bingo games and card tournaments, with prizes for the winners. All other proceeds went into a cruise book fund.

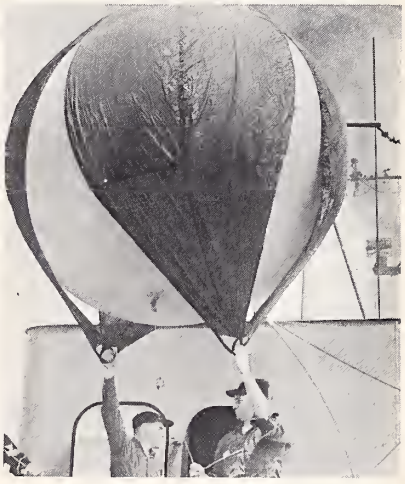


ANTARCTIC BOUND — *USS Durant* (DER 389) leaves tropical Pearl Harbor for Antarctic waters. *Below:* Deep Freeze men send up weather balloon.

There was, of course, the ship's library, and a nightly movie. And there were the usual letter-writing, bull sessions, and just plain rack time to help while away the time plus plenty of time to study for advancement in rate.

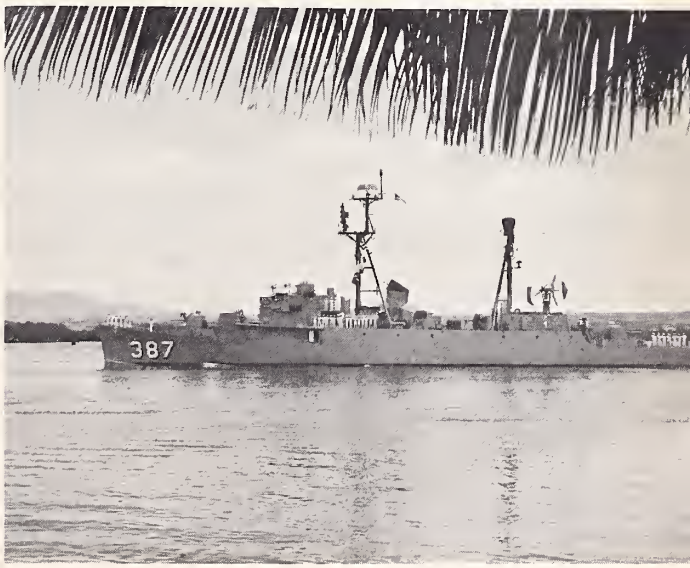
Each Sunday both Catholic and Protestant church services were conducted by appointed lay leaders. A wide selection of sermons, pre-recorded on tape by Navy chaplains, was carried aboard.

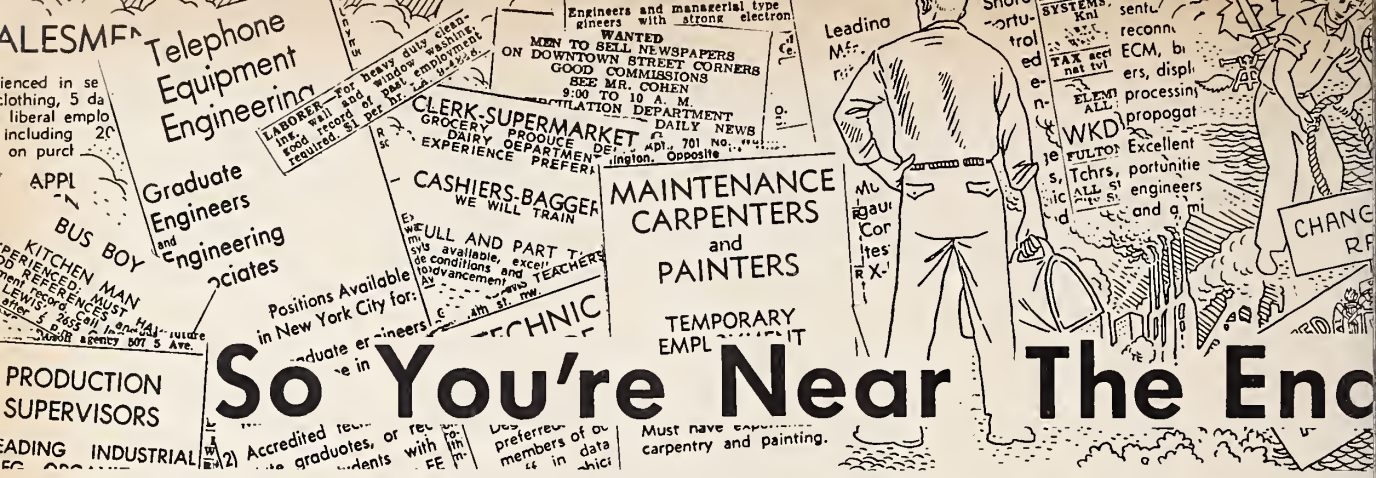
With the completion of the Deep Freeze assignment, every man aboard *Durant* became eligible for the Antarctic Service Medal and ribbon.



CLUB MEMBERS — *USS Wilhoite* (DER 397) and *USS Vance* (DER 387) have also earned the loneliest ship title.







So You're Near The End

IF YOU ARE NOW approaching the end of your first enlistment you have no doubt been thinking—what next? Probably you've been the recipient of more than enough advice. Some has been of considerable value. Some has not been so good.

Why this sudden concern?

You have something the Navy considers to be valuable—the training and experience you have accumulated during your enlistment. If the Navy loses you, it loses a valuable asset and must start training someone else to take your place. It's as simple as that.

You're in a seller's market. The Navy is willing to pay all that the law allows to keep you in service.

On the other hand, civilian life looks mighty good at the moment. Good pay, regular hours and master of your own destiny.

Before too long, you will be asked to see your senior petty officer or someone of equivalent status. It will be a semi-official visit, for he will be acting as a member of the Career Information and Counseling Program.

In a quiet spot over a cup of coffee, the career counselor will start by reminding you (as though you needed it!) that your tour of duty will soon end; that each sailor is interviewed in most cases approximately four to six months before the completion of his enlistment; and that he would like to discuss your future plans.

LET'S ASSUME for the moment that you want out.

That's all right with him. The Navy doesn't want you if you don't want the Navy. However, the Chief (and the Navy) does want you to know what you're getting into.

The Chief has been well prepared by the Career Information Program and is either familiar with, or can find, a great deal of information about the civilian job situation and educational opportunities.

Suppose you're interested in finding one of those good-paying jobs when you get out. Here are a few points he will bring up for your consideration:

How do you go about finding the type of job you have in mind? Have you written letters to, or visited, potential employers while on leave or liberty? Have you checked with federal, state, or private employment agencies?

How many people are now employed in the field? Is the number increasing or decreasing? Are men being hired or laid off? What competition will you face? What are the education requirements and levels? Licenses? Apprenticeships? Physical requirements? What value will your future employer place upon your Navy experience?

What about working conditions? Indoors or outdoors? Varied or repetitive? (Will you miss the variety of Navy work?) Health and sanitary conditions? Hours, overtime pay? Pay on some jobs is high—but how many weeks a year? Are union membership and dues involved? Types of fellow workers—will they fit in with your background? What about the physical and mental effort required?

AND ABOUT EDUCATION—how much, how costly, and how long? Or, if special training in a civilian field is necessary, how much do such schools cost, and where are they? How long an apprenticeship will be required, and at what pay? What about experience—will you be starting from the bottom?

What about opportunities for advancement? Age factor? Period of service required at different levels? Supervisory jobs? How about related fields—will there be an opportunity to move from a dead end to another slot with more future in it?

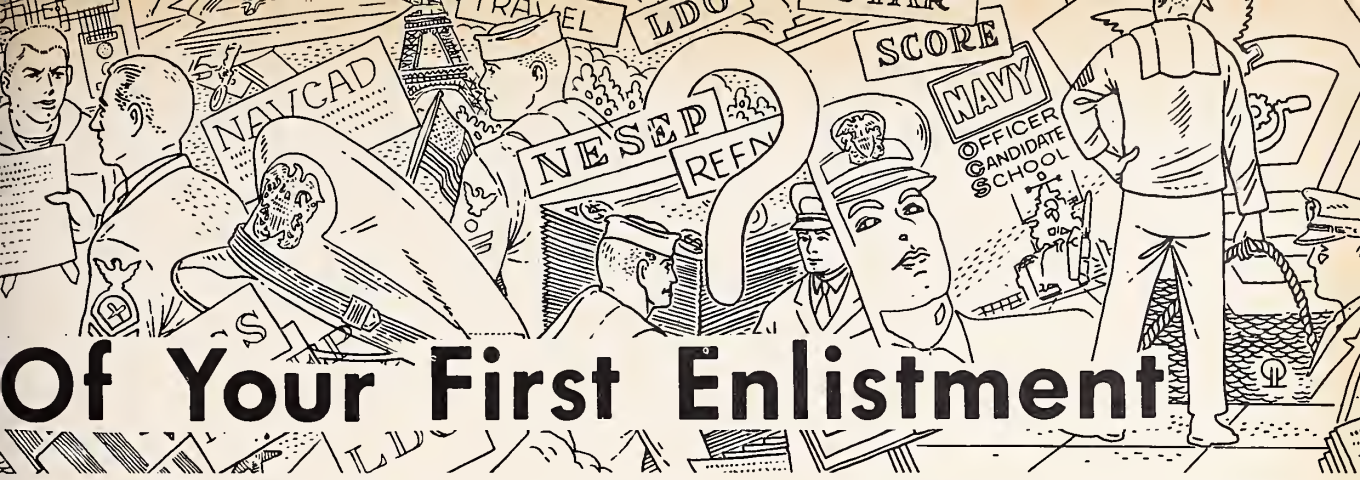
And of course, there's the pay angle—Starting earnings? Eventual annual earnings? How long to reach top pay. Contributions to annuities and retirement? Unemployment insurance? Sick benefits and sick leave? Vacations?

If you can answer these questions to *your* satisfaction, you're on your way with the blessings of everyone. Remember, these questions are raised only for your consideration. However, a great deal of thought has gone into the Career Information Program and the chances are pretty good that you haven't considered all the aspects of your new life as you thought you had. That's the purpose of the questions—to make you think. You don't have to answer any of them. If you wish, the Chief can give you the answers to many.

THE SAME HOLDS TRUE if you are thinking of going into business for yourself or want to go back to school. Here are a few questions to consider if you have more education in mind:

How much will it cost? What are the entrance requirements for the specific school you have in mind? Can you qualify for the type of courses you want to take? Did you have a good scholastic record in high school? Do you have the prerequisite courses? Are you counting on courses you may not have actually nailed down? Have you made any effort to do any preliminary homework or obtain credits in your field? How about USAFI courses?

Are you planning on marriage while in school and, if so, will you have time for classes, study and after-school work? If you are planning on schooling, as a specific means for getting a certain job or type of work, will your training qualify you for the work you want?



Of Your First Enlistment

NOW, FOR THE OTHER SIDE of the picture. What are the advantages of shipping over? You probably heard of these in some detail, so we'll just brush over them lightly to make sure all points are covered.

In the first place, your career is assured for the next four or six years. You will be increasing your skills and learning more about an occupation you have already chosen. No more starting at the bottom of the ladder. If you *are* unhappy in your rate, now's the time to change—at no reduction in pay, as would be the case in civilian life.

Then, too, there is the reenlistment bonus—quite a substantial sum to tuck into your pocket in one chunk.

Proficiency pay is also another means by which your basic pay may be fattened. (Somewhat more than $24,000,000 in pro pay is scheduled for fiscal year 1963.)

THEN THERE ARE the advantages that can come your way through becoming career designated—advanced Class "B" and, in some cases, "C" schools and other forms of training, which for many ratings and NECs can mean almost automatic promotion and proficiency pay. (To say nothing of the fact that such advanced schooling and training might well bring you to the skill level where you may some day command a really high salary in civilian industry.)

Then there is USAFI and the Tuition Aid Program. You may not be taking full advantage of these now but there's no reason why you shouldn't.

And, while we're on the subject of education and training, it might be well to give some thought to the Navy's nuclear power program. You'll find an outline of qualifications and schools in the January 1963 issue of ALL HANDS.

Have you thought of becoming an officer? There are billets for ambitious young men open at the Naval Academy, in the integration program, the limited duty officer program, the Medical Service Corps program, NavCad, and NESEP. If you have forgotten the details, NESEP offers a four-year college education (with pay at your current rating) leading to a commission. A nursing education program is also available for enlisted women.

If you are married, or planning to become so, medicare will relieve your budget of considerable strain. Ask any married shipmate how often he has had occasion to take the family to the local medical facility, then do some figuring.

HERE'S A MOST IMPORTANT factor—as a Navyman you will continue to serve in "an honored profession." Right now you may be taking that for granted, but it means a great deal, particularly when compared with a run-of-the-mill job which most men have to take when starting off. Satisfaction and respect (both self-respect and the respect of others) are important dividends that accrue to those who serve their country and their fellow men.

THERE ARE OTHER considerations also, considerations of a long range nature. At your age, you may not be deeply interested in the prospects of retirement, but you will be sooner or later. In civilian life you will be contributing to a company retirement plan, or setting aside a substantial amount of your pay check each month in an annuity.

The Navy, on the other hand, requires no contribution from you, yet provides a healthy monthly retirement check at a relatively early age.

Then there are the so-called "fringe benefits," which individually are not too impressive but, in the aggregate, do much to make life more pleasant for you and your dependents. If you go out now, be prepared to say goodby to the free or nearly free movies, to the library services, commissary privileges, Navy Exchange, the PO clubs, and free recreational gear and services.

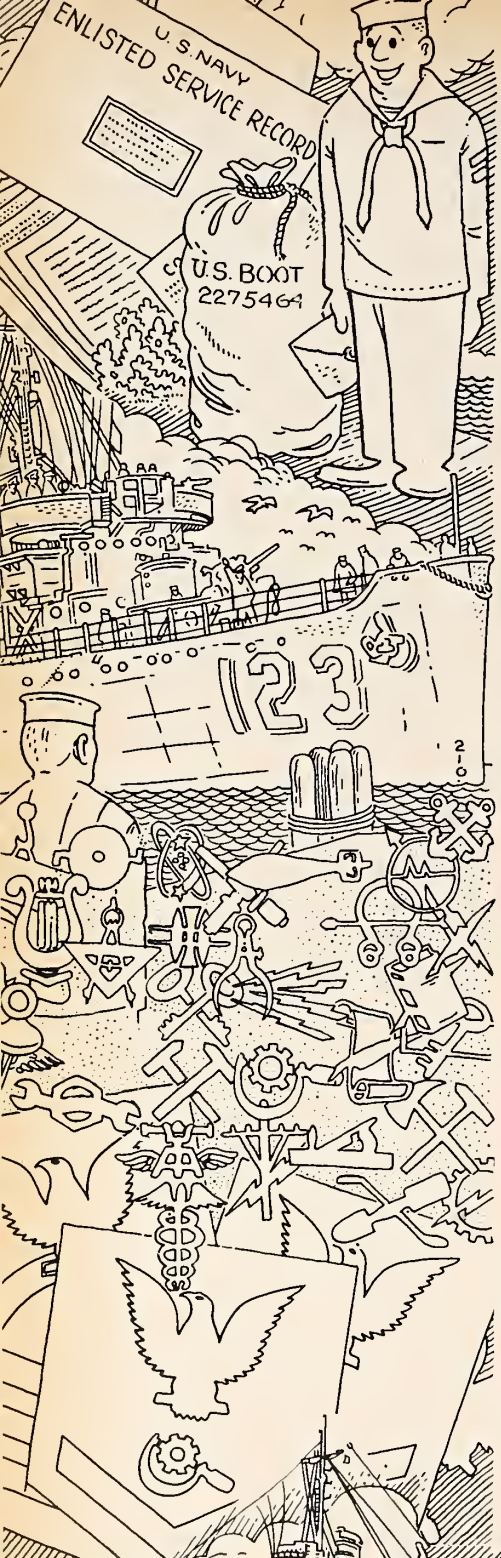
ONE FINAL POINT deserves your most serious consideration. If you have acquired a technical rating in the Navy and hope, after your first four-year tour, to go on the outside and start pulling down a fabulous salary in a responsible position, you're going to be disappointed. Life isn't that simple. You will find that, despite your on-the-job training, you have only begun to learn the rudiments of your specialty. You really can't expect to have mastered the equivalent of an engineering degree in the four years you spent in the Navy.

On the other hand, if you are in one of the hot technical ratings such as any one of the electronic, communications or nuclear specialties, and if you decide to spend another four or six years in the Navy, the situation would be different. Obviously your experience would be worth more to you, and to your employer, whether it is in industry or in the Navy.

You will be paid a reasonably good salary while you continue to learn, and you will have a sound background in your specialty. The Navy hopes that by then you'll be sold on the service. If you aren't, you will be treated most respectfully by the personnel manager of any big-time organization. You can more or less write your own ticket instead of starting at the bottom all over again.

Think it over.

—Jerry McConnell, JO1, USN.



This Report Is fo

THERE WAS A TIME when about the only career information the average Navyman could expect came from the ship's bos'n. It usually took the form of some terse advice to "shape up and heave around."

Sailors of that day didn't expect much more. After all, while the work was hard, life at sea was uncomplicated—there was plenty of interesting travel, and the pay and chow were good. There just didn't seem to be much more a man needed to know about the Navy career.

All that has changed. Sails have passed into history, and with them the uncomplicated life. We live in the era of the nuclear, supersonic, electronic Navy. What each man does affects those around him, and vice versa. Which brings up the point of this article.

First of all, the information in this report is intended for you—the career Navyman, who has *already* decided to remain in the Navy.

Today the Navy is in the position of competing with an affluent private economy for the services of skilled manpower. This is of concern to everyone in the naval establishment.

The problem at present centers primarily around the retention of Navymen completing their first enlistments. Here is how it affects you, and what you can do about it.

THE CHIEF OF NAVAL OPERATIONS stated not long ago (and he should know) that, of all the problems which confront the Navy today, the one which transcends all others in its ultimate importance is retention—the retention of highly qualified men for career service in the Navy.

The key words in CNO's statement concern retention of highly qualified men. No one is pretending that retention is a new problem—with the exception of the period of the Korean conflict the Navy has been attempting to cope with this since the end of World War II. Until recently, however, under the lesser demands imposed by conventional propulsion and weaponry, it was able to maintain a high enough over-all retention rate to get by.

A high *over-all* retention rate just isn't good enough any more. The very technological advances which have increased the Navy's potential striking power have also served to magnify its personnel problems.

They have produced an ever-increasing demand for trained technicians. This has resulted in a comparable increase in the demand for "trainables"—first hitch men who have the necessary mental capacity to absorb the training this new hardware requires, and who are willing to obligate themselves for the necessary length of service.

MANY OF THESE MEN who will eventually operate and maintain much of the gear aboard a new *Polaris* submarine, for example, must undergo 42 months of classroom and on-the-job training. In other words, they must commence their schooling six months before the keel of that submarine is even laid.

The Navy can't afford to spend this kind of training on short timers. It must depend upon first-termers who agree to extend or reenlist. Yet in fiscal 1962, more than 47,000 young Navymen (a great many of whom were in the highly trainable category) left the service at the end of their first enlistment. These men represented an investment in training, pay and allowances of about $670 million.

Consider the *Polaris* submarine again. Its blue and gold crews re-



the Career Navyman Only

quire a total of 32 electronics technicians, in contrast to diesel-driven subs, which carry but three ETs in their ships' companies and we're launching quite a few *Polaris* subs.

THIS IS NOT A PROBLEM of concern only to "someone in the Bureau."

The type of first-termers successfully retained today directly affects the type of shipmate you'll be serving alongside a few years from now. If too many first hitch men continue to leave, the Navy will be forced to lower recruiting standards. And lowered standards, if continued indefinitely, will affect your own safety and well-being.

You may be willing to admit that a serious problem exists. If, however, you're tempted to throw up your hands and say, "Well, what can we do? The Navy can't compete with private industry"—forget the whole thing.

In the first place, it just isn't so. The Navy can, and must, compete successfully for the services of these trainable young men. Secondly, the biggest trouble in the past has been the failure of the Navy to present effectively its own merits. It has a good product to sell—the military career—but hasn't made the most of it. It's been too modest.

The Navy expects the expanded format and more pinpointed direction of its new Career Information and Counseling Program to make up for many of these deficiencies.

Career counseling, in itself, is not new to the Navy. CATs (Career Appraisal Teams) have been a part of the scene for many years. The approach and scope of the current effort is new, however, and so is the emphasis placed on it from the very top.

It represents a sincere recognition that people are the Navy's most important asset, and a frank admission that it hasn't been getting the word to its first-cruise men in the past.

Figures show that more than 85 per cent of Navymen with seven or more years of service make the Navy a career. First-cruise men are something else. Many aren't at all sure what they want to do, and most would welcome information which would help them make an intelligent decision.

IT IS AT THIS POINT that the Career Information and Counseling Program enters the picture. The program supplies the information and guidelines which selected representatives are supposed to supply.

The program is based primarily on a series of four interviews, carefully spaced throughout the four-year man's enlistment. Each of these interviews is a private, personalized, relaxed one-for-one session with the career counseling representative within the man's own division, and the representative could very well be you. He is usually a senior petty officer who knows the Navy, respects it, and is honestly convinced that it offers a good career. He knows, because he's been there himself.

The four interviews are:

Reporting Interview—Conducted when the man first reports aboard his ship or station from recruit training and/or Class "A" School.

First Progress Interview—Conducted upon completion of one year's service aboard a ship or station.

Second Progress Interview—Conducted at the three-year point in the man's first enlistment.

Reenlistment Interview — Conducted four to six months before the man's expiration of enlistment.

Each one has definite goals.

THE REPORTING INTERVIEW is designed to ease the transition from recruit to sailor. Its key purpose is to maintain the already high motivation with which the man normally reports aboard.

There are exceptions, of course, but the average lad fresh out of boot camp or school is bright-eyed and bushy-tailed, and ready to be the greatest sailor since John Paul Jones. The Navy's a mighty big wheel, however, and a young man new aboard ship can rapidly start feeling like a pretty small cog in that wheel. So, in this reporting interview, he's informed about the overall mission of his ship, and how the successful accomplishment of that mission fits into the big picture. He's also told how his job, and the way he handles it, will help accomplish that mission.

Moreover, if he's a really good man, he is or should be, a young man in a hurry to get ahead. He should get a push in that direction from this interview. He's told about NESEP, nuclear training, officer candidate programs. If he hasn't gone through high school, he's told how he can earn his diploma, also about USAFI courses, and the Navy's tuition aid program. He's queried about his interests and abilities, and, if possible, is aided in getting into a field which will yield the maximum return for both him and the Navy. And he's encouraged to start working immediately toward advancement.

OKAY, SO OUR YOUNG NAVYMAN has been given a good start in the right direction. Now, he's been aboard for a year, and its time for some inventory-taking—through the first progress interview.

Is he doing well in his job? If not,



what's the problem? Has he been rated? If he has he rates encouragement to keep up the good work. If not, the reason should be ascertained, and he should be given another push towards working and studying for advancement. He is told about any further promotional and/or educational opportunities which may have opened up for him, and any benefits he is eligible for.

This is, essentially, a time for praise and encouragement if our boy is doing well; encouragement and help if he has problems; or, perhaps, a gentle nudge or two from behind if he's been shilly-shallying, to help him get back on the right track.

By the time the second progress interview comes due, our first-cruise Navyman is an old salt. At least he thinks so.

This is a crucial period, and an important interview. He may be happy in his job, and doing well at it; have progressed rapidly up the promotion ladder, and be interested in continuing to do so; and either be actively interested in reenlisting or at least have an open mind on the subject. If he is all of these, he is a real jewel—and as rare—and he rates any assistance and information he can be given.

THE CHANCES ARE GOOD, however, that only some of the above conditions will exist.

It's a good bet that he's no longer very bright-eyed and bushy-tailed, and an equally good bet that his motivation has worn a trifle thin.

This is the time the seavey-shorvey rotation system is discussed to help him realize that the Navy does have a career-oriented system designed to afford him an equitable amount of shore duty too.

If he feels that he has become stymied in his rate, he may be eligible now to move into a less crowded and quite possibly more rewarding field through the SCORE (Selective Conversion and Retention) Program. Or, he might be able to better his lot by taking advantage of the STAR (Selective Training and Retention) Program.

He may have become married by now—if so, the Navy provides a raft of benefits which are now available to him and his dependents, and he should be made aware of all of them.

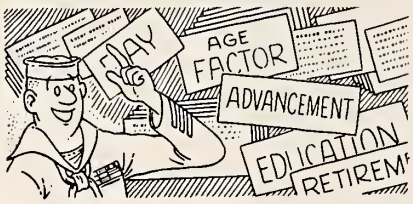
The three interviews discussed in the preceding paragraphs are confined strictly to first-cruise men.

Reenlistment interviews, on the other hand, are conducted for all, including men already serving on their second or subsequent hitches. Most of the latter are careermen who have already decided to reenlist.

WHY WASTE TIME interviewing a careerman who is already sold?

The Navy doesn't consider it a waste of time.

First, it wants to make certain he



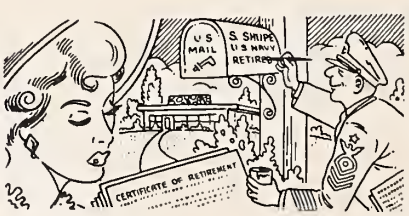
really is sold, and still motivated—not merely looking just for the material returns. Next, it wants to furnish him more ammo if he needs it.

Second, the Navy has been for some time, and is now, engaged in an extensive program of research into the attitudes of its men, and the various factors which cause them to decide for or against a Navy career. Getting an accurate account of positive reasons for reenlisting is equally as important as the recording of the negative reasons of those who do not.

Third, just because the man has expressed his intention to reenlist is no reason to drop him flat, and to act as if he's of no further interest. The reenlistment interview provides an opportunity to furnish him with information he may not have, and which may help him to get off to an even better start on his new hitch.

Fourth, and most important, one of the underlying reasons affecting the reenlistment rate is that men going out tend to talk about it, usually at length, while men who stay in don't seem to feel that they need to speak up compellingly. (The satisfied Navyman, unfortunately, doesn't feel the need to talk, but the malcontent does—and loud.)

THE EMPHASIS in the reenlistment interview remains on the first-cruise man.



If a man is firmly opposed to reenlistment, his reasons may be real or fancied. He may have objective, factual reasons: he has been accepted in a school or college; is going home to help run the family business; has been offered and accepted a specific job.

If his reasons are valid he would no doubt be better off in civilian life—and the Navy says more power to him.

Most, however, are undecided. With some, their indecision is due simply to youth and lack of experience; with others it means that in their earlier life they never had to figure out what they wanted, and that they have had to face few responsibilities in life.

The man without a clear idea of what he wants probably doesn't know much about Navy or civilian benefits, or the possibilities open to him if he reenlists. This type of man may initially appear opposed to reenlistment by claiming some goal he does not really possess. For example, he is very likely to claim the goals of his buddies—going to college, or entering some business.

However, the typical first-termer is a man who enlisted in the Navy directly from school, with little or no actual civilian work experience. He thinks he will not enlist, but the chances are he has not thoroughly investigated the subject.

IT IS AT THIS POINT that your Navy background, and your maturity and experience, your own earlier personal experience with the same type of problem faced by the young man, is of inestimable value. If you are the kind of petty officer, or chief, or division officer, or department head that a young man knows and respects, your words will carry plenty of weight.

No one is trying to tell you what to say. But it is important for everyone to know what the situation is today and why you as a Navyman should speak up about the Navy.

However, if you are not thoroughly convinced or sold on a Navy career, do yourself a favor and don't try to convince someone else of its advantages. Nobody falls flatter than an uncertain or unwilling spokesman.

The career man can accomplish a great deal, merely by passing the good word.

—Jerry McConnell, JO1, USN.





PERUVIAN NAVAL ACADEMY student (*left*) and Ecuadorian midshipmen study USN tactics under exchange program.

Foreign Midshipmen See U.S.

A GROUP OF students from the naval academies of Chile, Peru, Ecuador and Brazil have taken a long look at the U. S. Navy during the winter months as participants in an exchange program between their countries and the United States.

The South American students, all outstanding men from their respective classes, were chosen on a basis of scholastic standing and general merit.

Chilean naval cadets Paul Balaresque and Sergio Martinez, and the two cadets from Ecuador, Pedro Cabezas and Ramiro Castro, arrived in the United States at the beginning of the year and spent their first month becoming familiar with naval ships and aircraft.

While they were visiting Norfolk they made flights on naval P2 aircraft and cruises in Norfolk-based destroyers. They also took part in many departmental activities on board USS *Wasp* (CVS 18) and observed operations of *Nautilus* (SSN 571) and ships of the Canadian Navy.

The Brazilian midshipmen Tuxaua Plinio Barcellos de Linhares and Luis Roberto Borges Pedroso also cruised on board *Wasp* and on USS *Samuel B. Roberts* (DD 823).

The Peruvian cadets, Cesar Cussianovich and Oscar Brain, observed aircraft carrier ASW operations on board USS *Lake Champlain* (CVS 39) and also had duty on board a Norfolk-based destroyer and an Atlantic Coast submarine.

Cruises completed, all of the midshipmen went to the Naval Academy at Annapolis, Md., where they took part in school activities in order to compare the United States Naval Academy with the naval academies in their own countries.

During the northern hemisphere summer, outstanding midshipmen from the United States will be assigned to cruise with the navies of Chile, Peru, Ecuador and Brazil.



CHILEAN NAVAL Academy students receive plaque after observing ASW exercise with TG Bravo. *Above: Esmeralda* trains Chilean midshipmen.



LETTERS TO THE EDITOR

There's No Substitute for Gold, Yet

SIR: *U. S. Navy Uniform Regulations* (para. 0151) specifies gold lace grade stripes for the sleeves of an officer's blue coat. Stripes made of gold-colored nylon, which resembles the gold lace, are available commercially. The nylon is considered superior because it does not tarnish or peel.

Is the use of gold-colored nylon stripes authorized? If not at present, is the Navy considering its use?—D.S.K., LT (MSC), USNR.

• *The Uniform Board has considered the use of nylon braid as a substitute for gold lace, but has felt its appearance did not meet Navy uniform standards. As yet, the genuine gold luster has not been reproduced.*

However, official testing is under way in search for an acceptable substitute for gold lace. It is believed that a more durable—and less expensive—nylon or rayon braid material may soon be developed. But, until a satisfactory substitute is found, no changes in Uniform Regs concerning gold sleeve stripes should be anticipated.—ED.

Unmentioned Ships

SIR: I read your December 1962 issue of ALL HANDS with mixed emotions. Although your coverage of the Cuban crisis was good and I realize you can't mention everybody involved, I think you might have mentioned USS *Wallace L. Lind* (DD 703), *Brough* (DE 148), *Manley* (DD 940) and *Peterson* (DE 152).

These ships worked feverishly throughout the entire crisis in the general vicinity of the naval base. They were always available when needed.

The entire situation was nerve-racking to the crews and to the ships' officers. However, the men were ever alert and not once did I feel that morale dropped. We were there, we watched it all happen. Even before the crisis, we were on our toes.

Lind and *Brough* were in the escort unit for the evacuation convoy and the men in their crews spent many sleepless hours until the dependents were well out of danger.

I could write pages on our experiences but my purpose is only to call attention to these smaller ships at a time when the showboats seem to be remembered as being most praiseworthy.— N. J. S., RDSN, USN.

• *Thanks for your letter. As you recognized, there is only so much space available and we do our best to report the story within our space limitations.*

There are many ships and crews that pursue their duty with as much zeal as others, yet go unmentioned. But remember, we need your help in giving credit where credit is due. If your ship has accomplished something praiseworthy, let us know about it.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D.C.

Texas "E" Awards

SIR: Reading in ALL HANDS about awards received by various ships reminds me of the year 1935 when USS *Texas* (BB 35) won 14 "Es" in gunnery. It makes me particularly proud because I was a member of one of the gun crews.

Maybe the ALL HANDS archives can tell me if *Texas* holds a record in this respect.—W. F. M., CWO, USN (Ret.).

• Texas *did indeed win 14 "Es" in short range battle practice completed 1 Oct 1935. The actual awards were made on 8 Nov 1935.*

Four of the awards were earned by the 14-inch gun crews. The other 10 were awarded to five-inch gun crews.

Advancement Date for E-8

SIR: I was selected for E-8 but learned, when I took my physical, that I had high blood pressure. My health in all other respects is good.

I am now in the hospital receiving medication and am under observation. The doctor says I will be here for four or five weeks.

I would like to know whether or not I will be advanced to E-8. If so, when will the promotion be effective?—Z. B. T., ATC, USN.

• *If you are found to be physically fit within six months of the time you were to be advanced, you don't have anything to worry about. Your date of advancement will be unchanged.*

If you are not found fit until after the six-month deadline, authority to advance you will have to be requested from the Chief of Naval Personnel.—ED.

There is no way of readily determining whether or not this is a record, since neither ALL HANDS *nor the Naval History Division keeps a master list of such events. However, as you undoubtedly know, our readers play a mean game of "our ship is better than your ship," so watch this space.*—ED.

What Ship Was It?

SIR: After 18 years, it's hard to remember some things clearly. I had some ideas as to the identification of the action in the photo on page 15 of the September 1962 ALL HANDS, but delayed writing because of uncertainty.

Now, having read the letters of William J. Lynch, HMC, and CDR Donald J. Moe, which appeared in the January 1963 ALL HANDS ("Was That My Ship?" p. 27), my memory has been sharpened.

It is my belief that the photo under discussion is of USS *Maury* (DD 401), as Chief Lynch described. Both *Maury* actions, as described by Chief Lynch and CDR Moe, were close together as to dates. I would not attempt to pinpoint the time factor.

My general quarters station on board *Maury* was amidships topside as damage control and repair officer. I distinctly remember the midship 20-mm gunner mentioned in CDR Moe's letter, for I wondered who would supply his mount when his magazine was empty, as the rest of the gun crew had departed to the starboard side of the ship.—Charles W. Starr, LT, USN (Ret.).

SIR: I believe that D. H. MacHaffie, CTC, could be correct in saying in the January 1963 ALL HANDS that USS *Ralph Talbot* (DD 390) was the ship in the picture that appeared in ALL HANDS last September.

I'll quote the following from *The Liberation of the Philippines*, Vol. XIII of *History of United States Naval Operations in World War II*, by Samuel Eliot Morison, RADM, USNR (Ret.) (referring to events of 15 Dec 1944):

"At 0800 Army Air Force planes arrived over the Mindoro beachhead to relieve the carrier-based aircraft, and Admiral Stump's unit, with Admiral Ruddock's group, started back to Leyte.

"Slow-tow convoy was still coming up. Twelve minutes later the kamikazes began to bore in. One, a torpedo plane, headed for the carrier group, when, about 300 yards on the starboard beam of *Ralph Talbot*, it disintegrated under

her aircraft fire and flaming wreckage struck her deck.

"A few minutes later a second plane made a gliding approach out of the sun and was knocked down by combat air patrol. At 0825 three more planes attacked. One came in low over the water through intense antiaircraft fire but escaped; two headed for escort carrier *Marcus Island*. The first, hit by machine gun fire, splashed about 20 feet on the carrier's starboard bow after striking a lookout platform with its wingtip and decapitating the lookout.

"The other, which 10 seconds later dove on her starboard quarter, met the same fate. Damage to the carrier was superficial. At 0900 three more planes approached; one was shot down by *Savo Island's* combat air patrol within sight of the ship, the others driven off. Forty minutes later, three more were shot down by ships' antiaircraft fire."—John A. Perry, QMQ1, USN (Ret.).

SIR: Re ALL HANDS, January 1963, page 27. I'm not positive, but if you check the war diary I believe you will identify the pictured destroyer as uss *Sterett* (DD 407)—Francis J. Blouin, RADM, USN, COMPHIBGROUP 1.

• *The ships in the World War II action scene pictured in the September 1962* ALL HANDS, *and again in the January 1963 issue, are still, as far as we're concerned, unidentified.*

This much we are certain of: Two ships, a destroyer and a carrier, are engaged in antiaircraft action. This is obvious to anyone who's seen the picture.

Since similar scenes could have, and probably did, take place many times in many places during World War II, we have to rely on the caption information of this particular picture for identification. The caption reads as follows: "With the air filled with smoke and bursts of antiaircraft fire from American guns, a Japanese dive bomber crashes into the sea astern of the destroyer that brought it down. Note the aircraft carrier at the right of the photo. This action took place December 15, south of Luzon in the Philippines."

Was the destroyer involved Maury, *which is the belief of Chief Lynch, CDR Moe, and LT Starr, who were on board* Maury *when she was involved in just such a battle? Was it* Ralph Talbot, *first suggested by Chief MacHaffie, now seconded by John Perry, with an assist from the history books of RADM Morison? Or was it* Sterett, *as suggested by RADM Blouin?*

As the plot thickened, ALL HANDS *researchers began to believe they had a real mystery on their hands.*

The silhouette of the destroyer in the picture was compared with those of Maury, Sterett *and* Ralph Talbot. *No conclusion. It could have been any one of them, when you take into consideration such items as camera angle, distance, and the general silhouette.*

Next, we combined what's already been said with some new information.

Sterett, *according to her war history, was indeed in the Philippines on 15 Dec 1944. But the caption information "south of Luzon" could eliminate her.* Sterett *was at San Pedro, Leyte Island, from 13 to 27 December.*

The Maury *action described by Chief Lynch and CDR Moe has a date discrepancy, although, to borrow a phrase from LT Starr, after 18 years it's understandably difficult to remember some things clearly.*

Chief Lynch tells us the destroyer in the mystery picture has the same silhouette as Maury, *and the scene reminded him of an action the ship had in 1944, although the exact location escaped him. The approach of a kamikaze was described by the Chief, as it was shot down, where it crashed and exploded about 50 yards aft and a bit to the port side of* Maury's *fantail. In the picture, the crash of an aircraft in about the same relative position described by the Chief is apparent.*

What appears to be the same Maury *action was briefly described by CDR Moe. He said it happened south of Luzon in January 1945.*

Ralph Talbot, *wrote Chief MacHaffie, shot down an enemy plane in the Sulu Sea on 15 Dec 1944 in an action that looked very much like that pictured. The Sulu Sea is south of Luzon.*

RADM Morison recorded that Ralph Talbot, *on 15 Dec 1944, was operating near Mindoro, which is closer to Luzon than Leyte, and, geographically, more precisely south of Luzon. But the aircraft shot down by* Ralph Talbot, *according to RADM Morison, "disintegrated . . . and struck her deck" after approaching from the starboard beam. In the picture, the splash is port-astern. However, with due respect to all concerned, the majority of the wreckage could have missed the ship and made the splash, with some of it hitting her deck.*

The location of Ralph Talbot *on 15 Dec 1944 and the antiaircraft action in which she participated indicates that she could be the ship in the picture.*

To sum up—we still don't know. But it makes a good story.—ED.



GOING BYE-BYE — Robert W. Bashaw, PR2, USN, a member of VX-6's Para-Rescue Team, begins 10,000-foot jump over McMurdo Station, Antarctica.



REPRESENTATIVES of three generations and four classes of destroyers rest alongside the repair ship USS Markab (AR 23) in Subic Bay, P. I.

Seavey—Comments, Questions and Suggestions

SIR: This is the first time I've written to ALL HANDS magazine, but after reading P. W. R.'s letter in the January 1963 issue, I couldn't help myself. It seems to me that we've had enough gripes about Seavey/Shorvey rotation from people in Group V ratings, P. W. R., in particular.

In my present billet as administrative yeoman, Navy recruiting station, Seattle, I am continually in contact with Navymen reporting for duty—usually from a six- to eight-year continuous sea tour. It's rather strange, but I have never heard any of these sailors complain about sea duty and I have never yet met a YN who has spent six to eight years on continuous sea duty (not preferred), unless he specifically requested it.

I think that the next time a YN decides he is being mistreated in this man's Navy, he'd better look around a second time before he forwards his gripes for publication.

Until something better comes along, I think that Seavey/Shorvey is the best all-around answer to proper personnel distribution.

By the way, I have a buddy in the Bureau too. I hear from him and his family every Christmas.—C. B. T., YN2(SS), USN.

SIR: I am surprised and a little disillusioned that you would take the opportunity to berate and editorially whiplash a reader (P. W. R., YN2) who was seeking factual information and the truth regarding Seavey/Shorvey.

Though criticism is sometimes thoughtless and hurts our pride, we must learn to accept it objectively and with dignity. Attaining this positive attitude ensures respect. Even ALL HANDS must be interested in qualifying.—J.W., PNCS, USN.

SIR: This concerns the letter about Seavey/Shorvey written by P. W. R., YN2, USN, in the January 1963 ALL HANDS.

First, let me say that being a storekeeper, I have very choice rotation time on Seavey/Shorvey, spending some 36 to 48 months at sea for 24 months ashore. This is as good as or better than most other ratings.

I feel that P. W. R. does not truly appreciate his favorable position. In all his seven years in the Navy, has he never had the pleasure of being acquainted with a gunner's mate, ship's serviceman, or boilerman? He must have known a few. And if he has, he should realize that rotation from sea to shore for his own rating is much more frequent than it is for those ratings. He and I should have no gripes about rotation time or assignments.

Also, I wonder if he would have the Navy move the entire yeoman rating west of the Mississippi?—F. R. G., SK1, USN.

SIR: I don't know exactly how Seavey/Shorvey is working for other ratings in the Navy, but I do know how it works for those in the engineering ratings. If P. W. R. thinks he has a gripe coming, he should talk to some of the first class and chief petty officers aboard his ship. I came to sea in January 1955 and I consider myself a boot as far as sea duty is concerned. Some of my predecessors put in 10 to 14 consecutive years at sea.

I have thoroughly enjoyed my sea duty and have served on board some mighty fine ships of the Fleet. I'll wait for my turn to go to shore duty, and when I go ashore I'll be looking seaward, waiting for the day I return to shipboard duty.

I'm sure you've heard this before, but I feel that ships were made for sea, and sailors were made to sail them.—H. R. J., BRC, USN.

SIR: In reference to your January 1963 issue, and the letter regarding Seavey/Shorvey written by P. W. R., YN2, USN, I should like to make a few comments.

First: The Seavey assignment people's answer explaining why P. W. R was assigned to the East Coast rather than his choices, was fine up to the point where they stated: "At that time, there was no need for a YN in Long Beach or on the West Coast." I cannot believe that at any time during the year (or during the lifetime of the Navy) that a YN has not been needed on the West Coast.

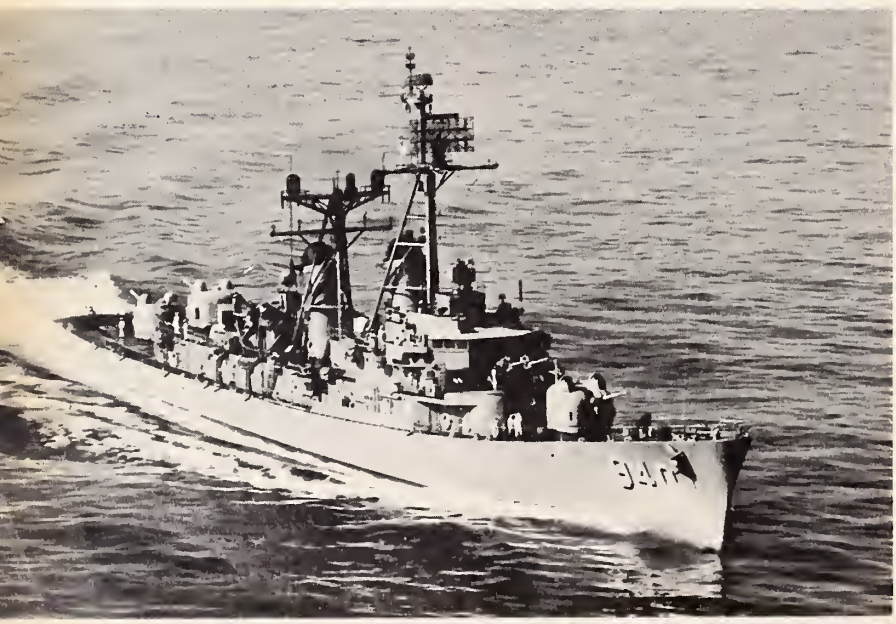
Second: It has been my understanding that a person who ". . . should be well versed in the contents of the *Enlisted Transfer Manual*" is a personnel man and not a yeoman. I believe YNs should be well versed on personnel matters regarding officers, not enlisted men. However, I will admit that most YNs do try to stay abreast of personnel matters concerning enlisted men.

Third: I should like to add my personal feelings towards assignment to schools such as YN "B" school. If they were trying to honor individual duty preferences and if they knew that upon graduation it would have practically been a certainty that his ultimate assignment would have been the Pacific Fleet, I feel that they should have assigned him to YN "B" school. This would, as everyone says, have been a benefit to both the individual and the Navy. It seems to me they are disregarding the fact that he *has* put in a request for this particular school, even though it was not his first choice of duty or his reason for reenlisting.—R. L. S.

SIR: This letter is not concerned with the merits of your reply to P. W. R., YN2, USN, in the January 1963 issue of ALL HANDS. However, I would like to take issue with your closing sentence.

The closing sentence stated, "As for that 'buddy in the Bureau' bit, we'd like to point out that most of the officers and enlisted Navymen assigned to duty in this Bureau work within shouting distance of the Seavey/Shorvey detailers, and many are good friends of theirs (outside working hours)—yet the majority of them wind up with orders to shipboard-type sea duty when their tours at BuPers are over."

LOOKING GOOD—Charleston-based destroyer *USS Manley* (DD 940), proud owner of a Battle Efficiency 'E' for '62, steams through Atlantic waters.



The inference in this statement, that they get no special consideration and must return to sea duty, is that somehow shipboard-type duty is not the most desirable duty. Nothing could be further from the truth, and I hope this inference was unintentional. The United States Navy exists to apply the force of seapower in the defense of our country. And going to sea on board one of our ships requires the highest type of dedication and competence. It should be looked upon as the most desirable duty to aspire to and an honor to achieve, not one to be accepted uncomplainingly as part of the breaks of the game.—CDR H. R. T., USN.

• *And away we go. These letters went to the Seavey assignment section in BuPers and here's what Seavey has to say:*

"We're naturally happy to see the concurring letters. Here are some comments on the remainder.

"J. C. W.—It appears that he doesn't feel we should defend our assignment system. We would agree with him if we felt that P. W. R. were actually seeking factual information. Actually, P. W. R.'s letter is beautifully answered by C. B. T., YN2(SS).

"R. L. S.—It is not a case of a need for a YN on the West Coast. We agree that there is always a need for additional personnel; however, if 100 YNs are needed in the Atlantic and 10 YNs are needed in the Pacific, where should the man go? It's pretty obvious that the sensible place to send him is the Atlantic.

"Also, a YN should be well versed in the Enlisted Transfer Manual *if he expects to do his job properly and correctly.*

"CDR H. R. T.—We agree with you whole-heartedly."

We would like to say that we too, agree with the Commander. It may have been that we were so interested in making our point that we overlooked the possible inference of that last sentence.

It might be said at this point that we believe the attitude shown in the letters of the Commander, C. B. T., and H. R. J., is the key to the whole matter.

The people in Seavey/Shorvey assignment do the best job possible within the framework of the Seavey/Shorvey system and believe it is the best personnel distribution method devised to this date.—ED.

Gold on Blue Jumper

SIR: Are petty officers who are eligible to wear gold service stripes and rating badge authorized or required to wear them on the undress blue jumper?

I have seen this done but I am unable to determine whether or not it is proper.

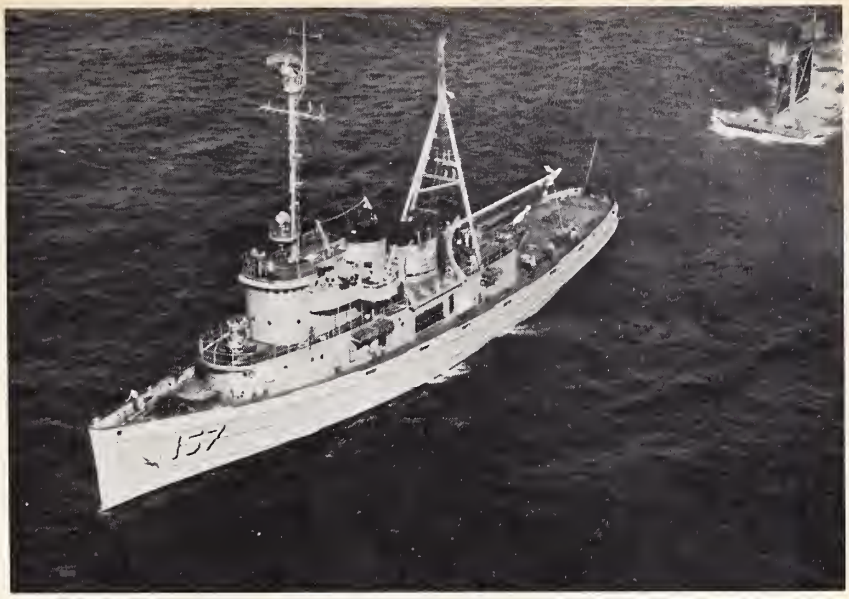
Article 0767 of *Uniform Regulations* (NavPers 15665, Rev. 59) states in part: "Service stripes and eligibility requirements for these stripes are the same as prescribed for chief petty officers except that only petty officers shall be eligible to wear gold service stripes (and rating badge)."

This is understandable, of course, except that chief petty officers don't wear undress blue jumpers.

The answer to an inquiry similar to mine in the August 1961 issue of ALL HANDS stated: "In the meantime, if you rate gold, you had better wear it. It is required whenever you wear the service dress blue uniform."—R.D.R., YN2, USN.

• *A clarifying change to "Uniform Regulations" will be made with change No. 2, which requires wearing gold service stripes on the dress blue jumper only.*

Scarlet chevrons and scarlet service stripes are prescribed for the blue undress jumper.—ED.



TARGET TUGGING—Fleet ocean tug USS *Nipmuc* (ATF 157) tows a surface gunnery target so Atlantic Fleet gunners can sharpen their shooting.



TAKING TO WATER — Guided missile destroyer USS *Waddell* (DDG 24) slides down ways at Seattle, Wash.

Porter Class Destroyers

SIR: Several times during the past few years, I have come across references to a class of destroyers which mounted eight 5-inch guns in four mounts (two forward and two aft), and carried two racks of four torpedo tubes each. Some of these destroyers also sported catapult aircraft.

However, I have been unable to find reference to these DDs in any publication.

Could you tell me, once and for all, if there was such a class of destroyers? If so, what was the name of the class and what were its specifications?—R. B. W., JOSN, USN.

• *Although we are unable to find evidence of any one class of destroyers that fits your description, there are two classes that bear certain similarities to the one you mentioned.*

The Porter *class destroyers, authorized in 1933, had 5-inch/38-caliber guns mounted in two twin mounts forward and two aft. They also mounted two 21-inch quadruple torpedo tubes. Ships of this class were 381 feet long, had a 37-foot beam, and displaced 2850 tons full load. They carried a crew of 15 officers and 225 men.* USS Porter *(DD 356) was commissioned in August 1936.*

Five-inch/51-caliber guns were carried aboard DDs 231 to 235. However, the 5-inch/38s in four twin mounts were characteristic of only the Porter *class.*

As for the catapult aircraft, USS Halford *(DD 480) and five other* Fletcher *class destroyers were experimentally equipped with cruiser catapults and scout observation planes which were mounted on the deckhouse aft of number two stack.* Halford's *catapult was later replaced with a 5-inch/38-caliber gun mount and a quadruple 40mm antiaircraft gun our source states.* — ED.



PROUD SHIP — Crew members of *USS Joseph K. Taussig* (DE 1030) have very good reason to brag a little, as they hold three 'E' awards.

More Destroyers Refuel

SIR: In reply to questions concerning the destroyer-to-destroyer refueling between USS *Charles S. Sperry* (DD 697) and *Blandy* (DD 943), perhaps this explanation will help:

The refueling, entirely experimental, was designed to determine if in an emergency situation, one destroyer could successfully refuel another; therefore, the equipment used had to be the normal equipage of the ships concerned *Sperry* provided a length of old two-and-one-half-inch fire hose through which *Blandy* pumped 1700 gallons of oil at a rate of between 80 and 100 gallons per minute with her fuel oil transfer pumps. At this rate *Sperry* could receive enough fuel to sustain her for several more hours when operating at her most economical speed.

After refueling, the old hose was washed with salt water and again returned to its normal use. If the destroyer-to-destroyer fueling becomes normal procedure, a rubber fueling hose should be used.—CDR R. K. S. Cole, USN, Commanding Officer, USS *Charles S. Sperry* (DD 697).

• *Thank you, Sir, for answering the questions we voiced in the Letters to the Editor Section when this subject was first raised back in November 1962.*

As we have learned to expect, a sizable number of letters were received from men who had seen it done before.

Here are summaries of some of the comments:

SIR: USS *Eberle* (DD 430) fueled USS *Herbert* (then DD 160) on a typical North Atlantic day during the winter of 1941-42. The astern method was used with an old-fashioned linen one-and-one-half-inch fire hose which leaked profusely.

The operation became known as "shooting the sherbert to the *Herbert.*" —F. L. Edwards, CAPT, USN.

SIR: USS *Beale* (DD 471) was refueled by USS *Eaton* (DD 510) in the fall of 1954. I don't recall what kind of rig we used. I am certain we didn't use a fire hose.

The thing I remember most vividly was a moonbow (same as a rainbow only white) which was produced by the moon shining through a rain squall.

It ended on *Eaton* and, sure enough, she was sitting on a pot of black gold.—Steven G. Zerkich, SM1, USN.

SIR: As early as 1955 *DesDiv* 92 (later *DesDiv* 232) made it a regular practice. USS *Brush* (DD 745), *Maddox* (DD 731) and *Samuel N. Moore* (DD 747) would refuel from *Herbert J. Thomas* (DDR 833).—Billy D. Smith, RDCA, USN.

SIR: USS *Forrest Sherman* (DD 931) transferred approximately 25,000 gallons of oil to another destroyer in less than an hour. It was done through the use of defueling hose carried as standard equipment on *Sherman* class destroyers. —T. F. Fallon, LT, USN.

SIR: USS *Ernest G. Small* (DDR 838) refueled *Harry E. Hubbard* (DD 748) during the summer of 1960. We gathered hose from all over *DesRon* 13 and the BMs made the granddaddy of all jury rigs.

The pumps on a *Gearing* class destroyer are made for anything but ship-to-ship refueling and the transfer took a lengthy time.—S. H. McCutchen, IC2, USN.

• *As shown by the foregoing, destroyer-to-destroyer refueling has been done. However, permit us to interject one small note of skepticism. Twenty five* thousand *gallons of oil? In one hour? Standard equipment? Stand by for a blow, Lieutenant.*—ED.

USAF Good Conduct Medal

SIR: From 1952 until 1956, I served with the U. S. Air Force, receiving an Air Force Good Conduct Medal. I have been a member of the U. S. Navy since 1960 and am now eligible for a Navy Good Conduct Medal.

May I wear both the Air Force and the Navy Good Conduct Medals, or should I wear only the Navy Good Conduct Medal and a star?—B.R.H., AK3, USN.

• *In accordance with "Navy Uniform Regulations," you are authorized to wear both the Air Force and Navy Good Conduct Medals on your Navy uniform. A star worn on the Navy Good Conduct Medal indicates a second award of the Navy Good Conduct Medal only. Since you are now serving with the U. S. Navy, the Navy Good Conduct Medal takes precedence over the Air Force Medal.*—ED.

Slingshot Shot Down

SIR: In the December 1962 ALL HANDS a picture on page 47, according to its caption, is of an A4D-2 *Skyhawk*. Looks to me like an F2H *Banshee* —either an F2H 2, 3 or 4. Exactly which modification it is I'm not sure, but I'm certain of one thing, it is not an A4D-2. —Harry R. Stewart, LCPL, USMC, FPO, San Francisco.

SIR: The picture which accompanies your slingshot catapult article on page 47 of the December issue is incorrectly captioned. We would like to inform you that the picture is of an F2H *Banshee*, not an A4D-2 *Skyhawk* as you indicated.—L. F. Werner, AE3; R. F. Dockery, AE1; NAF Monterey, Calif.

SIR: Three cheers for the RE-1 Slingshot. But the "A4D-2 *Skyhawk*" that accompanies your slingshot report in the December issue looks suspiciously like an F2H *Banshee*.—ENS P. B. Loomis, USS *Saratoga*.

SIR: While reading the December ALL HANDS I saw a rather interesting sight. An aircraft of the F2H *Banshee* type was about to be slingshotted off a runway. The caption, however, said the jet was an A4D-2 *Skyhawk*.—ENS John R. Haddick, Pensacola, Fla.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• USS *Hornet* (CV 8, CV 12)—All who served on board are invited to attend the 15th annual reunion to be held at the Mayflower Hotel, Washington, D. C., on 21, 22 and 23 June. For further information, write to Tom Prophet, 518 Sixth St., Annapolis, Md.

• USS *Nevada* (BB 36)—The 10th annual reunion is scheduled for Long Beach, Calif., on 26 October. For details, write to Frank Slavin, 214 Termino Avenue, Long Beach, Calif.

• *64th Seabees*—The fourth annual reunion is scheduled to be held at the New Monteleone Hotel, New Orleans, La., on 9, 10 and 11 August. For further information, write to Mitchel E. Boe, 1615 Homer St., Metairie, La.

• USS *Briareus* (AR 12)—Another reunion is being planned for crew members who served on board from November 1943 to November 1946. You may obtain additional information by writing to Robert H. Amos, 27 Winthrop Rd., Somerset, N. J.

• USS *Philadelphia* (CL 41)—All crew members who are interested in holding a reunion, with time and place to be decided, may write to Frank J. Amoroson, 93 Dunbar St., Somerset, N. J.

• USS *Chanticleer* (ASR 7)—A reunion of the World War II crew will be held on 3 August. For more details, write to LCDR Paul C. Cottrell, USN, (Ret), 3706 Walnut Ave., Long Beach, Calif.

• USS *Claxton* (DD 571)—The sixth reunion of World War II veterans will be held at the Statler Hilton Hotel, Washington, D. C., 30 August-1 September. For more information, write to James G. Bowler, 6355 Columbia Ave., Philadelphia 51, Pa.

• *82nd Seabees*—The 17th annual reunion will be held on 30-31 August, at the Outrigger Inn, St. Petersburg, Fla. Details may be obtained from James Greenwood, RFD 1, Box 44B, Forked River, N. J.

• *104th Seabees*—The fourth annual reunion will be held at the Pick-Carter Hotel, Cleveland, Ohio, on 9-10 August. For more information, write to J. C. McCarson, P. O. Box 9314, Olmsted Falls 38, Ohio.

• *VPB 104*—All who served in Patrol Bombing Squadron 104 during World War II who are interested in holding a reunion this summer are requested to write to Captain Whitney Wright, USN, USS *Allagash* (AO 97), FPO New York, N. Y.

• USS *Meredith* (DD 434)—Survivors of the destroyer, which sank on 15 Oct 1942 in the Solomon Islands, who are interested in holding a reunion, may write to Richard W. Wood, JO1, USN, Command Liaison Office, U. S. Naval Air Station, South Weymouth, Mass.

SIR: If that's an A4D-2 *Skyhawk* I'll eat my hat.—John W. Scott, AK2, Eniwetok.

SIR: There's agreement here that the editor of ALL HANDS should take a refresher course in aircraft recognition. The plane used in the Operation Tow Go test pictured on page 47 of your December issue is not an A4D-2 (A4B) *Skyhawk*, as it says in the caption. It looks to us like an F2H-3 (F2C) *Banshee*.

Since we represent a combined total of 100 years of naval aviation, 22,000 hours of which has been in the air, we feel qualified to shoot down your "A4D-2 *Skyhawk*."—J. L. Cantrell, ADJ2; T. W. Crandall, AM1; C. R. Gotcher, AQ1; S. D. Schnell, AD1; G. E. Setchfield, AMC; D. F. Thiele, ATC; LT M. D. Walker; NAS Whidbey Island, Wash.

• *Our source for the slingshot article identified the F2H-3* Banshee *in the picture as an A4D-2. As pointed out in the above letters (a sampling of those we've received),* ALL HANDS *goofed.*

But we may still have a last word of sorts.

With the exception of the above letter from NAS Whidbey, not one referred to Banshee *and* Skyhawk *by their new designators, F-2C and A4B, respectively.*

Granted, the new designators had been in use only a couple of months when the December ALL HANDS *reached the Fleet but, as pointed out in BuWeps Inst. 13100.7, which was issued last September, the new designators should be used, along with the old, so that the new procedure can be phased into use with minimum confusion.*

The January 1963 ALL HANDS *contains a complete rundown on the new aircraft designators.*—ED.



SERVICESCOPE

Brief news items about other branches of the armed services.

THE U. S. ARMY'S Medical Equipment Research and Development Laboratory at Fort Totten, N. Y., has come up with a portable, lightweight field X-ray unit which will some day speed diagnosis of battlefield injuries within minutes after they occur.

Weighing only 57 pounds, and easily carried by one man, the new unit features simplicity, mobility and reliability in a compact package that will take diagnostic radiographs of any part of the body. It can be quickly set up, put in operation and disassembled for transportation to another location.

The new machine uses either a conventional power source or its own power pack in situations, such as a combat zone, where conventional electric power would not be available. Built-in electrical factors of high voltage and low current reduce the amount of radiation to which a patient is exposed, and also reduce the power requirements and weight of the unit.

Field tests of the new X-ray will be conducted early this year.

★ ★ ★

THE AIR FORCE has in orbit a very small satellite with the king-sized name of Tetrahedral Research Satellite (more practically known as TRS). The satellite is pyramid-shaped and small enough to be held in one hand. Its job is to map a portion of the earth's radiation belt which reaches 3700 miles through space.

The spacecraft, which measures six and one-half inches on a side and weighs one and one-half pounds, was launched into orbit around the earth from Vandenberg Air Force Base, Calif.

It rode pick-a-back aboard an Air Force research and development satellite employing a *Thor/Agena* space booster.

It is one of six such satellites acquired by the Air Force to map the Van Allen radiation belt which rings the earth.

The data the small satellite transmits to NASA's earth-space communications and telemetry stations is expected to be of value in planning manned space flights.



ARMY UH-19 helicopters transfer cargo from experimental 'ship's wings' on the Army's *MV Hickory Knoll.*



ENGINEERING MODEL, USAF's YAT-28E, turboprop version of T-28, depicts plane's maximum stores capacity.

THE UNITED STATES FLAG has become an official marking on aircraft of the Military Air Transport Service (MATS).

"Old Glory," in the form of weatherproof decals, is already flying into dozens of countries of the Free World on MATS planes.

Carried high on the tailfins, the flags do not replace any of the standard military markings. The only military aircraft previously authorized to carry the flag insignia were those of MATS 1254th Air Transport Wing in Washington, D. C., which carry the President and other top government officials.

The stars and stripes decals are made in four sizes, proportioned to the different types of aircraft in the airlift force. They range from 31-by-60 inches down to 19-by-36 inches.

★ ★ ★

A RECENT TEST FIRING of the U. S. Army's *Pershing* ballistic missile has successfully demonstrated the ability of the missile's inertial guidance system to keep it on course.

The test, a night flight from Cape Canaveral, was observed with the aid of brilliant tracking flares ejected from the warhead, and through instruments mounted in the nose cone which transmitted continuous data to ground stations. The self-contained guidance system successfully brought the *Pershing* back to its proper flight path after it had performed a series of pre-programmed bucking, twisting and zigzag maneuvers. Data available immediately after the firing indicated all test objectives had been met.

Pershing is a two-stage, solid fueled missile which is fired from an erector launcher mounted on a tracked vehicle.

★ ★ ★

TWO OF THREE radar-communications stations that will make up the Air Force's Ballistic Missile Early Warning System are now operational at Thule, Greenland, and Clear, Alaska. The third is under construction at Flyingdales, England.

The BMEWS is designed to provide a 15-minute warning of any intercontinental ballistic missile attack. The heart of the Ballistic Missile Early Warning System is a combination transmitter-receiver.

week, and the present membership is about 20 Waves. Any enlisted Wave in the Washington area may join the group, and as many as nine commands have been represented in the chorus at one time.

Waddell Launched

Another guided missile destroyer has been launched. She is *Waddell* (DDG 24), scheduled for commissioning in mid-1964. The ship is being built in Seattle, Wash.

Waddell, a *Charles F. Adams*-class DDG, will be 437 feet long, have a 47-foot beam, and displace about 4500 tons fully loaded. Her armament will consist of *Tartar* surface-to-air missiles, antisubmarine rockets (*Asroc*), two 5-inch/54-caliber guns, and torpedoes.

Construction of *Waddell* began in February 1961, and her keel was laid in February 1962.

DDG 24 is the first U. S. Navy ship to be named in honor of James Iredell Waddell, who was a lieutenant in both the U. S. Navy and the Confederate States Navy. A citizen of North Carolina, Waddell took part in the blockade of Vera Cruz during the Mexican War and was an instructor of navigation at the U. S. Naval Academy before joining the Confederate Navy at the outbreak of the Civil War.

LT Waddell took command of the converted merchant ship *Sea King*, renamed CSS *Shenandoah*, in the Madeira Islands in 1864 and sailed her around the world, preying on the New England fishing fleet in the Pacific. On 6 Nov 1865, *Shenandoah* entered the port of Liverpool, England, where she was surrendered to the British for transfer to the United States government. During 12 months and 17 days at sea, Waddell's ship had sailed 60,000 miles and taken 38 prizes.

Pollux Super Sea Mart

Early this year at Sasebo, Japan, USS *Pollux* (AKS 4) adopted the supermarket principle of issuing supplies now used at piermarts in the United States.

Heretofore, a *Pollux* customer who wanted four items might have to visit four storerooms armed with as many requisitions.

Under the new system, about 1700 frequently demanded and easily handled items are stocked on the main deck where they are easily accessible to the ship's customers.



SHARP ONE — The Pacific Fleet's USS *Coucal* (ASR 8), equipped with special submarine rescue chamber, cruises near coast of Oahu, Hawaii.

Only one requisition is necessary. It shows the amount of money the customer is authorized to spend. The shopper serves himself in the mart. When he finishes, he checks out much like a customer at a supermarket.

The new system speeds issue of small, frequently demanded items and the seamart requires only two storekeepers to maintain and operate it.

Accounting is vastly simplified, too. The customer ship, *Pollux*, the Naval Supply Center at Oakland, Calif., and the inventory control points benefit from a reduced load of paper work.

Pollux operates with Task Force 73, the logistic support force of the Seventh Fleet.

HIGH SPEED transport USS *Weiss* (APD 135) arrives at Sattahip, Thailand, and is first U. S. combat ship to visit there in more than a year.



Moving Days in Antarctic

The remnants of what appears to be Little America III, built by RADM Richard E. Byrd's Antarctic expedition of 1940-41, has been sighted by the Navy icebreaker USS *Edisto* (AGB 2). The station was imbedded in an iceberg in the Ross Sea off the Antarctic continent.

If the station sighted was, indeed, the one built by the 1940 expedition, it was almost 300 miles west of its original position at Kainau Bay on the Ross Ice Shelf.

Electric power poles jutting from the top of the quarter-mile-long iceberg were clearly visible, and along its 100-foot face there appeared a room with cans and equipment stacked neatly on shelves.

A helicopter of Utility Helicopter Squadron Four aboard *Edisto* landed on the iceberg, but crewmen were unable to enter the camp because it was covered with approximately 25 feet of snow.

At the time of the sighting, the station was 170 miles from the Navy's main logistics staging area for Operation Deep Freeze which is located at McMurdo Sound, Antarctica.

THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• CHUTING CORPSMAN—If you're a hospital corpsman who likes excitment, listen to this. The Chuting Stars, Navy's parachute exhibition team, are accepting applications from Aviation Medicine Technicians, NEC-8406, to fill a vacated spot on the team.

All applicants must be 21 years old, eligible for at least two years' shore duty, and willing to travel nine months a year.

The jump team offers a challenge to men willing to undergo the rigorous training and hard work required by a Navy exhibition team. Jumping experience is preferred, but not necessary.

If you are interested, contact the Officer-in-Charge, Chuting Stars, NAS Pensacola, Fla., via the chain of command. A photograph is required with each application.

• MUSEUM RELICS WANTED—If you have an old aneroid barometer stashed away in your attic or buried in the bottom of a seabag, now's the time to dust it off and think about its possible value as a relic for display in the new Naval Aviation Museum which opened recently at Pensacola, Fla.

The museum has asked the man in the Fleet for help in rounding out a growing collection of relics and records which represent the growth and historic heritage of naval aviation.

If your contribution is suitable, and you supply background information, it may become part of the museum exhibit viewed by the aviation-minded public.

However, before you start crating up that old aircraft carrier you've had lying around your back yard, you are encouraged to write the museum curator to see if there's room.

Queries should be sent to the Curator, Naval Aviation Museum, NAS Pensacola, Fla.

• OFFICER POSTGRADUATE SELECTIONS—Approximately 1800 officers were selected as principals and alternates for Navy-sponsored postgraduate education during calendar year 1963.

In addition, about 250 officers were selected from the 1963 educational group for postgraduate education in both technical and nontechnical fields. These selectees, however, will not be available for school assignment until after 31 December of this year.

Officers from this group who were selected for technical courses will be ordered to school as they become available, provided they have maintained their professional qualifications.

The names of officers selected for nontechnical courses will be placed before the Postgraduate Selection Board which will convene on 1 October.

Officers who were selected for technical studies at the Naval Postgraduate School or for Naval construction and engineering courses at civilian institutions may request refresher course material from the Naval Postgraduate School.

Officers taking advantage of this training obligate themselves to one year of service for each six months of postgraduate study.

The names of selectees and the courses for which they were chosen are listed in BuPers Notice 1520 of 25 Feb 1963. For application procedures, see the annual BuPers Notice in the 1520 series which should be available about the time this issue is published.

• GI DIVIDEND—The Veterans Administration is still holding thousands of NSLI and GSLI life insurance dividends it hasn't mailed out to policyholders because of invalid addresses.

If you're a GI life insurance policyholder and haven't kept the VA informed of your address, you are urged to do so by writing the VA Insurance Center, 5000 Wissahickon Ave., Philadelphia 1, Pa. Give your name, serial number, VA insurance number, and current mailing address.

• GI INSURANCE—If you're one of many GI insurance policy holders who puts off making that monthly payment until "next payday," here's a word of caution from the Veterans Administration: Thousands of Navymen have learned the hard way that a habit of using the 31-day grace period as an excuse to delay payment can mean a lapse in insurance.

Too many men forget their payment deadlines, allowing their policies to lapse—often at a time their dependents need the protection the most.

VA officials advise you to make up any monthly payment that may be overdue, and, if you must use the grace period, don't delay payment so long that you forget it.



DON'T BE DISTRACTED when the time comes to pass on ALL HANDS; there are nine Navymen waiting.

• **MEDALS FOR SOME**—The Navy and Marine Corps Expeditionary Medals have been authorized for award to Navymen and Marines who took part in recent military operations in either Thailand or the Cuban area.

The Armed Forces Expeditionary Medal has also been awarded for Cuban service. However, this award is for post-quarantine service in which all the armed forces were involved, while the Navy and Marine Corps Expeditionary Medals are for pre-quarantine service in which only the Navy and Marine Corps participated.

If you participated in operations in Thailand between 16 May 1962 and 10 Aug 1962, or in Cuban operations between 3 Jan 1961 and 23 Oct 1962, you may be eligible for the Navy or Marine Corps Expeditionary Medal. Here are the criteria:

Thailand: You must have served *ashore* with the 3rd Marine Expeditionary Unit.

Cuba: (1) You must have been assigned to the Naval Base, Guantanamo Bay, or attached to a ship or unit assigned to the base; or (2) engaged in reconnaissance flights over Cuba; or (3) taken part in special operations specifically designated by the Secretary of the Navy.

Men in transit, and men, units, and ships assigned to Guantanamo for short training periods are not entitled to the award. Lists of Navy and Marine Corps units eligible for the awards are not available now, but will be published at a later date.

Posthumous awards of the Expeditionary Medal may be presented to the representatives of the deceased designated by the Chief of Naval Personnel or the Commandant of the Marine Corps, as appropriate.

These medals take precedence immediately after the Navy and Marine Corps Good Conduct Medals, or if held, the Naval Reserve and Marine Corps Organized Reserve Medals.

As soon as the medals are available for issuance, further instructions will be released.

In the case of the Armed Forces Expeditionary Medal, the date on which eligibility began was 24 Oct 1962. A cutoff date has not been established.

A list of ships and units which participated in the Cuban operation will be published later.

Award eligibility for personnel participating in U. S. military operations in the Congo and Laos has been terminated as of 1 Sep and 7 Oct 62 respectively.

• **UCMJ**—Recent changes to Article 15 of UCMJ (Commanding Officer's Nonjudicial Punishment) are explained in detail by the Office of the Judge Advocate General in the February-March *JAG Journal*, available to interested Navymen at ship and station legal offices.

The new procedures under Article 15, which have been in effect since 1 Feb 1963, are designed to correct, as well as punish, an offender—with new emphasis on correction.

According to the Judge Advocate General of the Navy, inadequate disciplinary authority in the hands of commanding officers before the new laws were written often resulted in courts-martial disposition of minor offenses. Convictions meant permanent criminal records.

Under the new article, COs have a wider range of punishments from which to choose, already resulting in a marked decrease in the number of courts-martial proceedings, reducing, in turn, the number of criminal convictions that have in the past stigmatized men convicted of minor offenses.

Here are some other major points:

• Not only may COs choose from a larger range of punishments, they may impose, when appropriate, greater degrees of punishment than was authorized under the old Article 15.

• COs (or their successors in command) have increased powers to suspend, remit, set aside, or mitigate punishments previously imposed.

• Warrant officers who exercise command are expressly authorized under the new laws to impose nonjudicial punishment. This removes any doubts which may have existed under the old Article 15.

• Previously, the Army and Air Force, by regulation, allowed their members to demand trial by court-martial in lieu of non-judicial punishment. The new article extends this right to Navy and Coast Guard personnel, except those attached to or embarked in a ship.

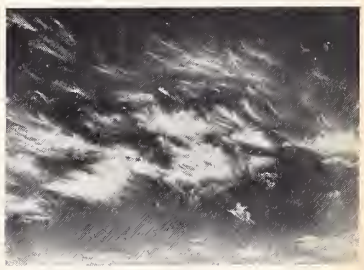
• Officers in charge, regardless of rank, may impose punishments authorized for COs below the grade of LCDR.

The *JAG Journal* roundup gives an explanation of what these points mean to the man in the Fleet.

QUIZ AWEIGH

Every sailor who goes to sea or flies in naval aircraft knows that weather can be an important factor in the performance of his duties. One of the keys to a knowledge of weather conditions is clouds—their identification and evaluation. Here are some questions about clouds. Is your mind clear or foggy on this subject?

1. There are four major cloud families. They are the high clouds, middle altitude clouds, low clouds, and low clouds with high vertical development. The family of high clouds always contains the name (a) alto, (b) cirrus or cirro, (c) strato.



2. Within the four cloud families there are three general cloud shapes —cirrus, stratus, and cumulus. Cirrus clouds have a fibrous and feathery appearance and are composed of ice crystals. Stratus clouds form a blanket or layer which in many cases spreads over the entire sky. Cumulus clouds may be found at various altitudes, but are generally (a) high and wispy, (b) sheetlike clouds, (c) dome-shaped, puffy looking clouds.

3. When cumulus clouds grow to a height of 20,000 feet or more, their upper parts often spread out, forming the shape of an anvil. These clouds are then known as cumulonimbus, or (a) thunderheads, (b) stratus, (c) mare's tails.

4. Cirrocumulus clouds, sometimes called "mackerel sky," consist of a patch or patches of small, white, flaky clouds which may be arranged in rows. These clouds are called "mackerel sky" because they resemble the scales on a mackerel's back. When you see these clouds approaching from the west, you should in most cases (a) expect no change in the weather, (b) expect fair weather, (c) prepare for an approaching storm.

5. When rain or snow falls from a low, solid, dark grey cloud layer, the cloud type is (a) altocumulus, (b) stratocumulus, (c) nimbostratus.

6. Fog can be called a (a) stratus type cloud, (b) cirrus cloud, (c) cumulus cloud.

Answers to Quiz Aweigh may be found on page 47.

THE BULLETIN BOARD

Check This Report If You Are Puzzled About Shorvey Regs

GOING ASHORE SOON? If you are, recent changes in the *Enlisted Transfer Manual* will affect you. Chapter VII, dealing with Shorvey procedures, has been rewritten to describe what happens when you now report to a shore command for a tour of shore duty. (Periods of training in naval schools are not counted as part of your shore tour unless you are already serving on shore duty.)

The day you report ashore, you are given a shore tour commencement date. Using this date, the maximum amount of time you can spend ashore, depending on your rating, is determined. Then, you are assigned a shore tour completion date (TCD). This is compared with your expiration of active obligated service (EAOS) date and one of the following situations will exist:

(a). The TCD and the EAOS may coincide. If this is the case, you have nothing else to do. Your personnel office will merely record the TCD in your service record and the personnel diary.

(b). The EAOS will exceed the normal TCD by one to six months. When this happens, the normal shore tour will automatically be extended to coincide with the EAOS. Again, no action is required on your part, and the personnel office makes the necessary entries in your service record and the personnel diary.

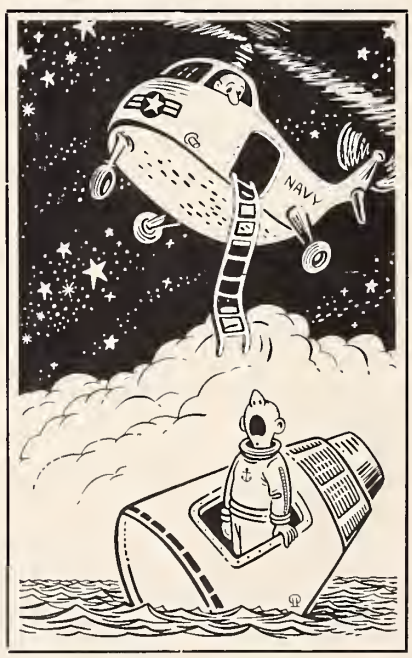
(c). The EAOS will exceed the TCD by seven to 11 months. In this case, you are allowed four months to make a decision. You may reduce your shore tour so you will have a year of obligated service remaining beyond the TCD, or you may sign an agreement to extend your enlistment for the number of months necessary to allow you to complete your normal shore tour and still have 12 months of obligated service beyond your TCD. If you elect to use the four-month period to make your decision, your personnel office will record your TCD as *undetermined*. However, a firm TCD must be recorded no later than four months after you report ashore.

(d). The EAOS will exceed the TCD by 12 months or more. Once again, you have no action to take. The personnel office will record the TCD of the normal shore tour in your service record and the personnel diary.

(e). The TCD will exceed the EAOS date. In this situation, you must make a choice. You may have your shore tour reduced so that the TCD and EAOS coincide, or you may sign an agreement to extend your enlistment so that you will have enough obligated service to complete your full tour. You have four months to make your decision in this case also.

You may not agree to obligate your service for anything less than the maximum shore tour, and your EAOS after your extension goes into effect must either coincide with the TCD or give you a minimum of 12 months of obligated service beyond your TCD.

Once the firm TCD is established and recorded, it cannot be changed without the authority of either your commanding officer or the Chief of Naval Personnel. Your CO can change your TCD if you receive authorization for transfer to the Fleet Reserve before your tour completion, or if authority is received to promote you to commissioned status before your TCD. A commanding officer must request authority from the Enlisted Personnel Distribution Office to change the TCD when the original date is in error. But for any other reason, including requests for shore extensions, the CO must request authority from the Chief of Naval Personnel.



"No thanks, I'll wait for a boat. I have a tremendous fear of height."

Tour completion dates and expiration of active obligated service dates are now used by Personnel Accounting Machine Installations (PAMIs) to determine who receives a rotation data card.

In the past, all personnel were required to fill out the card about one year before the TCD whether or not they had enough obligated service left to be rotated to sea duty. Under the new system, you will not submit a rotation data card unless you have 12 months of obligated service remaining after your TCD. If you are within the rotation cycle, but do not have sufficient obligated service for transfer to sea duty, you will be interviewed to determine whether you intend to ship over or extend your enlistment.

However, you should clearly understand that if you intend to ship over or extend, you should make your intentions known and get your duty preferences into BuPers as far in advance of your TCD as possible.

Orders are normally issued four months before the TCD and persons placed under orders with a shorter lead time do not get as much consideration of their preference as those with normal lead time. Also, if BuPers receives word through the Manpower Information System that you have acquired additional obligated service and are therefore eligible for rotation, you will automatically be issued orders, whether or not BuPers has received your rotation data.

If you wish arduous sea duty, Chapter VII now states that you may

submit a request to the Chief of Naval Personnel, provided (1) you have completed one year of your present shore tour; (2) you agree to obligate your service for 24 months from date of transfer; and (3) such transfer is in the best interest of the Navy.

These changes to Shorvey procedures provide, to a certain extent, a compromise between the system first used in Shorvey, and the system just changed.

If you were ashore under the first system, you were allowed to wait until seven months before your TCD to decide whether to obligate your service for a longer shore tour. The system just changed required you to make the decision immediately upon reporting ashore.

But there is still a definite need to establish a firm TCD early in the shore tour so that it will be possible to make an accurate prediction of how many men will be needed to fill shore requirements. If this is known, a truly valid sea duty cutoff date can be established for Seavey.

Because of recent changes in personnel accounting procedures between BuPers and the PAMIs, more accurate information is available and changes are processed faster than before. This is the reason for the relaxation of some of the *Transfer Manual* requirements.

Two New Courses Available For Enlisted Personnel

Two new enlisted correspondence courses (ECC) are now available and four have been discontinued.

The new courses are:

Course	NavPers Number
ECC Machinery Repairman 3 & 2	91507-2
ECC Hospital Corpsman 3 & 2	91669-2

Courses discontinued were: *ECC Machinery Repairman 3* (NavPers 91506-1A); *ECC Machinery Repairman 2* (NavPers 91507-1B; *ECC Hospital Corpsman 3* (NavPers 91668-1A); and *ECC Hospital Corpsman 2* (NavPers 91669-1A).

Initial distribution of the new courses has been made to all ships and stations for use by active duty Navymen.

If the initial supply is exhausted, courses can be obtained from the U. S. Naval Correspondence Course Section, Scotia, N. Y.

Nuclear School Trains, Third Class at Bainbridge

The Bainbridge, Md., Nuclear Power School is now training its third class since the school moved to its present location from New London, Conn.

The first class at Bainbridge, consisting of 51 officers and 261 enlisted men, was graduated last December.

During the latest graduation ceremonies, the number of students provided a contrast with the 1951 class that studied in an empty office and graduated two officers and 10 enlisted men.

The graduates back in 1951 formed the engineering nucleus crew for USS *Nautilus* (SSN 571). The present class will ultimately be assigned to one of the nuclear powered vessels now in commission or undergoing construction at shipyards throughout the country.

After graduation from the school, the class members began six months of additional training at prototype training sites at West Milton, N. Y. and Windsor, Conn.

When their prototype training is completed, they will be qualified in the operation of an actual reactor plant and assigned to their ships.

The nuclear shipbuilding program is moving ahead fast and qualified men will be needed to man new ships. If you are interested, and eligible, make your application now.

WHAT'S IN A NAME

Angels' Maintenance Crew

When the Blue Angels take to the skies, the precision with which they handle their aircraft always brings forth exclamations of awe from those who are watching.

It takes no imagination at all to know that these are top pilots flying planes which have been tuned to perform like fine instruments.

To keep the six F11 *Tigers* and the single F9 Cougar in the top condition required for the Blue Angels' hairsplitting formations, 43 enlisted Navymen frequently work around the clock to check the planes after one show and have them ready for the next.

The maintenance crew is divided into two teams—the show and the home team. All 43 men serve at one time or another in both groups so they will be exposed to the advantages and disadvantages of each type of duty.

The 24 men of the show team travel from performance to performance in a blue and gold Navy transport plane called "Navy 8." The crew has seven plane captains—six for the *Tigers* and one for the Cougar.



The captains keep the planes polished to a fare-thee-well; pre-flight them just before an exhibition and make certain there is enough fuel and oil for the flight.

The Cougar's plane captain also has the job of briefing the members of the press who are treated to familiarization flights aboard the Cougar as a part of the Angels' public relations program.

Two others act as utility men and, among other jobs, mix the red and blue dyes which stream from the *Tigers'* tails while they maneuver high above the earth. Engineers and metalsmiths troubleshoot for the aircraft.

An aviation electronics technician keeps the avionics equipment working—without it the pilots wouldn't be able to communicate with each other in the air and the result would probably spell disaster.

The show team also has electricians, storekeepers, parachute riggers (who also take care of the oxygen equipment) and a log yeoman.

The show team is on the road for nine months out of every year—week ends and holidays included. This averages out to about 21 days a month away from home.

Members of the home team get to see the family a little more often but they work hard nonetheless rebuilding engines and doing routine maintenance work. They are also constantly available if the aircraft return home for repair.

—B. Cumberland, JO3, USN.

Report on Naples for the Lucky Navy Family Headed There

As far as the Navyman is generally concerned, duty in Italy means duty in Naples. As a matter of fact, U. S. forces have been based in Naples since it was first liberated back in 1943.

The city of Naples itself rises from the sea, in two sections. The eastern section contains the industrial and commercial areas, while the top residential districts are found in the western part. The hills of Naples will remind you of San Francisco.

It is a beautiful and historic country. You'll probably like it. Most people do.

Since many Navymen are assigned to duty at this location, here's a brief summary of what you can expect.

Shortly after you receive your orders, you will be busy obtaining your passports, getting inoculations, arranging personal transportation and shipment of your household belongings and personal property. Information on all these can be obtained locally in the United States. Have four copies of your orders, one certified, for each separate shipment of your household goods and your hold luggage.

Passports—Officer and enlisted personnel may enter Italy on official United States military orders; and, for most purposes, your ID card will enable you to move freely throughout Italy. However, a passport will be a convenience in traveling to other areas. U. S. military personnel on NATO orders can perform official duty travel in any NATO country without a passport.

All European countries require passports for dependents, including children. Dependents must have a "Dependent's Passport," good for two years and renewable overseas; the fee for renewal is $1.00. No visa is necessary for Italy. After arrival, temporary passports good for four months can be issued to military personnel by the American Consul General.



"Looks like we must've won that 'E' after all."

Sojourner's Permit—In addition to a passport, Italy requires a permit for other than tourists and military personnel under orders. This is a "Foreign Sojourner's Permit" for visits of over 90 days. Your dependents must obtain this permit. Application forms and assistance can be obtained from the Legal Officer in NAVSUPPACT, Building "C," or from the Provost Marshal, Building "L," AFSOUTH Post, Naples.

All address changes, new arrivals or departures of members of your family living in Italy should be reported in writing to these offices in order to keep the Sojourner's Permit up to date. The first application for this permit should be made within three days after arrival.

You and your dependents should contact your medical activity as soon as possible to commence your immunization series. An "International Certificate of Inoculation and Vaccination" (DD Form 737) is re-required. Booster shots required after arrival are given at the Station Hospital, Naples.

Transportation—The type of transportation is specified in your orders. It varies. By sea, it would be by a transport of the Military Sea Transportation Service (MSTS) or by a commercial liner (using "charter space") such as the ss *Independence* or ss *Constitution*. By air, the Military Air Transportation Service (MATS) would be involved. It might be a combined Fleet Tactical Support Squadron/MATS flight, or a combined commercial MATS aircraft flight. Again, the entire flight may be by commercial air. Concurrent travel is authorized to Naples.

Shipment of Personal Property—In general, expect approximately a two-month "in transit" period from an East Coast loading port to Naples. Household hard goods that are musts in Naples should be assembled for shipment with household goods. Later commercial shipments are subject to duty and delays in customs.

Privately Owned Vehicles—You may import temporarily free of duty for the duration of your tour in Italy, one privately owned motor vehicle for the personal use of yourself and your dependents. Only one vehicle per family may be imported, and it must be registered in your name. In addition to exemption from customs duty, you will also be exempt from payment of the circulation (road) tax. (Circulation tax is based upon the horsepower of the vehicle. It amounts to over $200.00 per year for the average auto of U. S. manufacture.)

Shipping—You may request transportation of your automobile by making application with the Freight Transportation Office at any port of embarkation. When leaving your car for shipment, you must provide two copies of your orders, one certified, and a completed DD Form 828. Your car must be registered by the Motor Vehicle Registration Office at NAVSUPPACT Naples or the Branch Office located at the AFSOUTH Post. These offices will prepare the necessary forms and requests to the Automobile Club of Italy for a customs document before the arrival of your car, providing you furnish a registration certificate and proof of insurance. Since these offices receive advance information regarding the arrival of privately owned vehicles, you will be notified when it is necessary to effect the registration.

Military Registration and License—You are advised not to obtain customs documents from an automobile club outside of Italy. Special arrangements have been made with the



"They think it's space fever."

Automobile Club of Italy wherein military personnel enjoy savings amounting to over $125.00 through the use of military registration and military-issued license plates. To take advantage of these special privileges, the vehicle must be registered in your name.

Your stateside driver's license will not be valid in Italy. Instead, you must have a "U. S. Forces in Italy Motor Vehicle Operator's License." Before it is issued, you must pass a written examination based upon a pamphlet entitled *Drivers Manual for Naples, Italy*. You must also have a valid stateside license. All drivers must be 18 or older. Military drivers' licenses are not valid for private vehicles.

Insurance—Personal liability insurance of $10,000 to $20,000 and property damage of $5,000 is mandatory. There are several American and European companies in Naples which will write this insurance. Many American companies will not extend coverage in Europe. If you have not already checked this feature, do so before you drive. It is recommended that insurance policies purchased before departure be arranged so that the policy becomes effective upon arrival of your car. Rented vehicles must be covered by insurance also.

You are strongly urged to review your policies to determine the time limit in reporting accidents and to comply strictly with the requirements. To be fully protected, any sort of incident that might be considered an accident should be reported. If you drive a motor scooter, the time limit in reporting accidents is often 24 hours.

Regulations and Services for Automobiles—Sale of vehicles shipped to Italy at government expense is prohibited for six months after arrival. The Motor Vehicle Registration Office, Room 8, NAVSUPPACT Building "A" will answer questions regarding the importation, sale, purchase and operation of privately owned motor vehicles. A booklet of traffic regulations is available at this office.

Service facilities for American automobiles are well below U. S. standards.

The purchase of a new automobile just before departure is definitely not recommended. If you have a comparatively new automobile and will incur a great loss by disposing of it, the most feasible course of action would probably be to bring it, since during a normal tour of duty, considerable motor service should not be required. Older cars are not recommended. Gasoline is available in Naples and throughout Italy by the use of coupon books purchased at the Navy Exchange. When purchased this way, it costs approximately 16 cents a gallon for high test and 12 cents for regular gas.

Uniforms—Uniforms in Naples are, of course, seasonal. Each "uniform season" begins on the third Monday of the month, as follows: Spring, April; Summer, May; Fall, September, Winter, October. Uniforms worn —during the appropriate season—are as follows:

Officers and Chief Petty Officers—Service dress blue, service dress white, tropical white long.

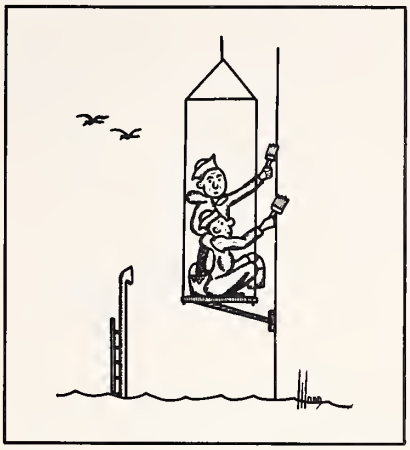
Enlisted men E-1 to E-6—Dress and undress blue, dress and undress white, tropical white long (full seabag required).

Navy women—Service dress blue, service dress white, service dress light blue, working gray. (Also, for nurses: Indoor duty white.)

Uniforms and articles of uniform are available at the Navy Exchange.

Household Appliances—An unfurnished apartment in Naples is literally just that; stoves and refrigerators are not furnished. Almost all electrical appliances used in the States should be brought over. Transformers will be needed but can be purchased

All-Navy Cartoon Contest
Howard P. Wood, Jr., CMA3, USNR



"You know, Mike, all day I've had the strangest feeling—like someone was watching over my shoulder."

HOW DID IT START

Isbell Trophy

Top Navy antisubmarine warfare squadrons annually receive an award for excellence in fleet ASW competition. This award is the Isbell trophy. Established in 1959, the trophy is named after Captain Arnold J. Isbell, USN, who was awarded the Distinguished Service Medal for "exceptionally meritorious and distinguished service to the government . . . as commanding officer of the USS *Card* (escort carrier) and as Anti-submarine Task Group Commander from 27 Jul to 9 Nov 1943."



Card **and the other ships of her task group under the command of CAPT Isbell, received the Presidential Unit Citation for pressing the air antisubmarine attack against hostile submarines along the convoy route to North Africa during this period. Steaming from Norfolk to Bermuda to Casablanca and back, CAPT Isbell's task group engaged and sank many German subs.**

Then on 19 Mar 1945, in the Western Pacific, CAPT Isbell was killed in action aboard the aircraft carrier *USS Franklin* (CV 13), during a Japanese kamikaze attack. He had been notified only six days earlier that he was to take command of *USS Yorktown* (CV 10).

When it was decided to give an annual award to outstanding ASW squadrons, CAPT Isbell was chosen as the man for whom the trophy was to be named because of his achievements in air ASW and because of his stature as a naval officer.

The actual trophy remains in Washington, D.C. where the name of the winning squadron is engraved on it, but engraved plaques are given to the winners.

locally. American TV sets require minor modifications also. Your TV set will be subject to an annual tax of more than $22.00. Electrical or gas appliances will be useful. Electric clocks will not work properly.

Portable cabinets and clothes closets are recommended, since most apartments have neither. Don't bring your curtains and rods; they probably won't fit.

Civilian Clothes—Civilian clothes are encouraged for off-duty wear. The Navy Exchange has a fair variety of essential items but it is suggested that you bring what you have.

You should bring galoshes, boots, coats for all seasons, hats, sweaters, suits and dresses for all occasions. And bring your mail order catalog—it will probably be one of your favorite sources of re-supply.

Women should not wear slacks, shorts, pedal pushers or halters in public places, except at beaches or similar recreation areas.

Postal Matters—You should send a change of address card (NavPers 693 or equivalent) to the appropriate Navy Post Office, requesting that mail be held, and indicating your possible reporting date.

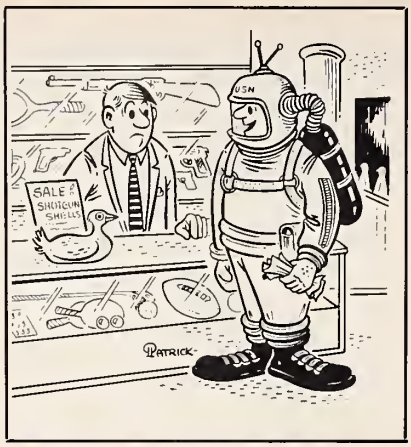
It is important that the Navy Number be indicated in your return address to insure that your mail arrives in Naples instead of some other location in Europe. Your return address should have your name, rank or rate, the abbreviated title of your command, the Navy number, the box number (when assigned) and the Fleet Post Office.

If your wife wishes mail be sent in her own name—and in cases where allotment checks (BAQ allotment checks) are to be sent—the correct procedure is to give the correct name on the first line and to have the second line start: "c/o . . . (your name and rank/rate).

Legal Matters—U. S. personnel are subject to Italian law. There is no such thing as immunity because you wear a U. S. uniform. Italy has jurisdiction over Americans in regard to both civil and criminal action. Offenses in law are similar to ours.

U. S. Armed Forces personnel wishing to marry while stationed in the Naples area must apply for permission. Further information can be obtained from the Chaplain or Personnel Office.

Arrival—An officer sponsor usually meets each arriving officer. Transportation is provided from the dock or airport to a hotel.



"Fifty miles of 35-pound-test fishing line."

A representative from the Overseas Transportation Office meets all enlisted drafts and enlisted personnel with dependents. Transportation is furnished to the barracks for Navy enlisted personnel assigned to NAVSUPPACT Naples who are without dependents. You should report and commence check-in within six hours of arrival, or, if after working hours, by 0800 the following morning.

Financial Matters—The basic unit of Italian money is the lira, issued in paper currency or coins. There are coins of 5, 10, 20, 50, 100 and 500 lire; and notes of 500, 1000, 5000 and 10,000 lire denominations. The rate of exchange varies, but it runs roughly 620 lire to the dollar.

A word here about the monetary allowances that apply to those on duty in Naples (except those personnel assigned to barracks for berthing).

The Temporary Lodging Allowance starts the day after arrival in Naples. It is based on the number of dependents you have on station and is paid for the absence of government quarters and messing until permanent quarters are found. You must occupy a "hotel or hotel-like accommodations." This payment is a pay record credit and is collected on regular pay day.



"By George, you're right! It does say made in Saturn."

Medical Services—Eighty beds and 12 bassinets are provided for in-patient care. Facilities are available for medical, surgical, orthopedic, obstetrical and pediatric cases. Limited laboratory service is available. There is no psychiatrist attached.

The out-patient clinics are located on the main floor of the station hospital.

Optometry service is available to U. S. military personnel and their dependents. All refractions are by appointment only. Men from ships and Fleet units are given priority over shore-based personnel and dependents. Spectacles are furnished at no cost to authorized military personnel, but dependents must buy eyeglasses, at their own expense, from Italian opticians in the area.

The Dental Clinic consists of seven operating units, and one prosthetic unit. The facilities of this clinic are available to U. S. military personnel and their dependents.

Health Precautions—In all of Italy, sanitation receives less emphasis than Americans expect and normally take for granted. Consequently, you must take certain precautions beyond those you normally practice.

Generally speaking the same diseases are found in the Mediterranean as in the United States. Just as at home, there are the usual colds and sore throats. Diseases favored by lower standards of sanitation include diarrhea, infectious hepatitis (sometimes called "jaundice"), the dysenteries (both amoebic and bacillary), typhoid and paratyphoid. In military messes the command is responsible for serving safe food and drink. In your home, it is up to you.

Precautions should be taken against polio, tuberculosis, brucellosis and rabies.

Food—Most of us like to, or have to, eat at restaurants, *pensioni*, or hotels when we first arrive. There are many good ones which serve excellent food. Many of the dishes may seem strange at first, but interesting.

In selecting a place to eat, it is recommended that you follow the same simple rules you would in the States:

- Select the better-known and clean-appearing places.
- Eat only freshly prepared and thoroughly cooked foods served piping hot.
- Never eat seafoods uncooked, especially shellfish.
- Avoid raw salads.
- Local dairy products (milk, cream, butter, ice cream, fresh soft cheeses) and cream-filled pastries may not meet the proper safety standards, and should be avoided.
- Never patronize street food vendors or little "hole-in-the-wall" establishments where sanitary facilities are questionable and refrigeration may be lacking.

The tap water in the large metropolitan cities is, generally speaking, considered to be safe. If you get caught short when traveling in remote areas you can treat your own drinking water by adding seven drops of tincture of iodine to a quart of clear water and waiting half an hour before drinking.

Meat—Many kinds of meat are available from the local economy. Meat inspection is not as reliable as in the States, so the quality of fresh meat is open to question. To avoid any risk of infection, local meats should therefore be cooked well done. Meats from the Commissary are approved by the U. S. Army Veterinary Corps, so if you prefer your meat rare, buy it from this approved source.

Seafood—Fish and seafood, the world over, harbor parasites of many kinds. Shellfish are often obtained from waters heavily contaminated by sewage and therefore carry typhoid and dysenteries. The Mediterranean is no exception. So, for these reasons, remember to cook all fish thoroughly and never eat raw shellfish.

Fruits and Vegetables—Local fresh fruits and vegetables are abundant, of many varieties, and generally are of good quality. Many items, such as lettuce, potatoes and root crops, are grown in or close to the soil, which may be heavily contaminated.

Dairy Products—The dairy products sold in the Commissary Store and the Navy Exchange outlets constitute the only U. S. approved dairy products in the area. The purchase of local dairy products, except aged cheese (over four months old) is not recommended.

QUIZ AWEIGH ANSWERS

Quiz Aweigh may be found on page 41.

1. (b) cirrus or cirro.
2. (c) dome-shaped, puffy looking clouds.
3. (a) thunderheads.
4. (c) prepare for an approaching storm.
5. (c) nimbostratus.
6. (a) stratus type cloud.

Baby Foods — Dependents with small babies should bring a supply of formula for at least several days following their arrival in Naples. There may be occasions when new arrivals with infants would have difficulty obtaining immediate formula supplies.

Religious Services—Both Catholic and Protestant chaplains are on hand. The chaplains are available for consultations on religious, moral, economic, marital, personal or other types of problems. Interviews are scheduled by appointment . . . as are arrangements for weddings and baptisms.

Housing—NAVSUPPACT Naples Inst. 11101.1 requires the mandatory use of the Housing Office by personnel stationed in the area. No government housing is available. However available private residences are numerous.

Within the confines of Naples proper, private residences are generally of the apartment type. On the outskirts, individual two-story or single-story houses are available, but in these areas there is often a shortage of water in the summer.

The location has great bearing on the rental price. Current rentals range from $40.00 for a three-room apartment on the outskirts of Naples to $200.00 for a six- to seven-room apartment in the best-located, most fashionable areas. A typical apartment for an American family with

NOW HERE'S THIS

Atomichron

It's getting so that an up-to-the-minute scientist wouldn't be caught dead wearing an ordinary wristwatch, especially after he learns that the U. S. Naval Avionics Facility at Indianapolis, Ind., is preparing for operation a time-measuring instrument called an atomichron.

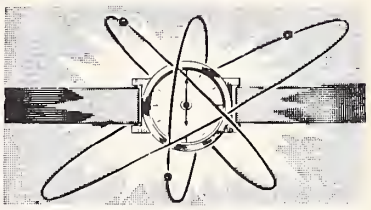
The atomichron is built so accurately that a comparably reliable watch would lose or gain less than one second during 3000 years. (We don't know how the Avionics Facility people would go about proving this, but that's what they say.)

It's all done by using a vibrating cesium atom. The accuracy of the new method is so great that it makes the previously used devices which generate universal time (UT2) almost like sundials by comparison.

Atomic time generated by the atomichron differs from UT2 by several microseconds and is unvarying. Universal time depends upon the earth's rotation which varies considerably.

Those laymen who aren't particularly concerned whether their watches gain or lose less than a second in several thousand years may wonder just who needs such accuracy.

The people who work on such projects as the Navigational Satellite System find it essential to their work.



The atomichron is also used to transmit specific standard frequency outputs to the Indianapolis Naval Avionics Facility by coaxial cable where its signals are used for checking oscillators.

To insure required stability, three ultrastable five-megacycle oscillators are synchronized with the atomichron and compared daily. This provides a five-megacycle frequency source stable to one part in 10 billion.

By 1966, NAFI scientists believe, atomic time will be defined in terms of the atomic resonance of some specific atom, and research is being conducted using atoms and molecules other than cesium, such as thallium, ammonium, rhubidium, and hydrogen.

However, the consensus is that nothing beats the cesium atom for furnishing an established standard of measurement and keeping measurements accurate.

two or three children, in a new and centrally located section of the city, would probably range from $80.00 to $110.00 a month, exclusive of utilities. These would probably run a little under $20.00 a month.

Furnished quarters cost approximately $20.00 to $30.00 per month more, and still lack many items to which you are accustomed. Moreover, furnished quarters are not nearly as plentiful as unfurnished quarters.

Utilities—Normal utility services are available. Contracts for water are made by the landlord, but contracts for gas and electricity are usually made by the tenant direct with the supply companies. The Housing Office provides assistance in the preparation of these contracts.

Some apartment houses are centrally heated during the winter months, but American tenants generally supplement this with portable kerosene or gas heaters.

Excellent, reasonably priced kerosene heaters are available in the Navy Exchange, and two or three of these—strategically placed—are sufficient when no other heating arrangements exist. Kerosene is available between October and April at the special price of approximately 18 cents per gallon. During other months the cost is 60 cents per gallon.

Hotels and Pensioni — The usual practice for personnel (other than unmarried enlisted) reporting to Naples is to reside at a hotel or *pensione* (boarding house) while apartment hunting. Hotels and *pensioni* are numerous and varied, luxurious and plain, and expensive and inexpensive. During the tourist season, from April to October, many of the hotels are well-booked. Advance reservations are suggested. They may be booked by communicating with the NAVSUPPACT Overseas Transportation Officer.

Educational Facilities—The Forrest Sherman School, the Navy's largest dependents' school, consists of grades one through 12. Bus transportation is furnished from specified areas in the city. The curriculum is accredited by the North Central Association of Colleges and Secondary Schools.

There are a number of private kindergartens in the area. Generally, these are operated by wives of service personnel, some on a cooperative basis, but all at a relatively low price. They bear no official sanction, and all arrangements should be made privately with those in charge of the various groups. Many small children are enrolled in Italian schools also.

By arrangement with the University of Maryland, off-duty evening classes are available throughout the year. These are resident courses—not correspondence courses, not extension courses. On the average, they give three full semester hours' credit which may be applied to degrees to be acquired overseas or used as transfer credit to stateside schools. Full details are available at local I & E offices.

Language Classes — NAVSUPPACT sponsors Italian classes for beginning students, for intermediate and advanced classes. Classes are arranged for on-duty or off-duty hours; for military members alone, for dependents alone, and for joint military-members/dependents. The tuition fee for ten weeks for dependents is 3500 Italian lire, payable to the instructor at the first class session. Instruction for U. S. military personnel is free.

Recreation—Recreational programs, activities and facilities—such as craft shops, libraries, service clubs, sports centers and tours—are available. In addition, there are many civilian health resorts, sports centers and hunting and fishing opportunities available in Europe. Naples, of course, has an excellent music program the year around.

Shopping Facilities—Shops and department stores in Naples carry a diversified stock of consumer items, but in most cases one cannot expect to find his favorite stateside brands. In smaller shops bargaining is the accepted method of doing business, and the purchase of more than one item usually entitles the buyer to a further discount. However, in the department stores the price is fixed as displayed. Charge accounts are uncommon. The return of merchandise is not sanctioned.

Commissary Store—This is a self-service type, supermarket type sales outlet. No profit is made. Stock is procured through the Naval Supply Depot, Bayonne, N. J., except for those European items that have been approved as being wholesome for consumption. The variety of products is complete.

Navy Exchange — This activity might be compared to the larger of the stateside type military exchanges. The selection of foreign-made goods is especially broad, however. Other features: a clothing store, a uniform shop, a special order service and a check-cashing facility.

Ship's Servicemen Learn How They Can Clean Up

A six-week course in the operation of laundry and dry-cleaning equipment has been made available to ship's servicemen strikers and petty officers. Entitled *Laundry and Impregnation Course*, it is conducted by the U. S. Army Quartermaster School, Fort Lee, Va.

Classes are scheduled to convene on 28 Jun 1963 and 22 May 1964. Requests for class enrollment should be forwarded to the Chief of Naval Personnel (Per C21).

SPACERS



"Can I go up to my friend's house and play?"

SPACERS



"My earth friend's daddy told him about the birds and the bees. Will you tell me about the Xells and the Yuboos?"

Equal Rights of Personnel Is Reaffirmed as Long Standing Navy Policy

The Navy's long standing policy on the equal treatment of service men and women, regardless of race, color, religion, or national origin, has been reaffirmed to all ships and stations in the form of SecNav Inst. 5350.2A.

The new directive makes it clear that local Navy commanders are expected to continue to:

- Make efforts towards obtaining unsegregated off-base facilities (housing, recreational) for the Navy men and women of their commands. Unless full access to civil facilities is available to the military on a nondiscriminatory basis, they must not be used for field exercises or other military functions.
- Establish command-community relations committees for liaison with influential community organizations such as the Chamber of Commerce, the Rotary, the National Association for the Advancement of Colored People, the Lions, the Urban League, the Young Men's and Women's Christian Associations, the Kiwanis, and others. Such committees should be comprised of local leaders from all ethnic groups.
- Keep Navy shore patrolmen out of any action on the behalf of authorities who support the enforcement of racial segregation, or other forms of racial discrimination.
- Monitor very closely any civil legal action against a Navyman that grows out of the enforcement of racial segregation or other form of racial discrimination.

If it ever appears that the civil rights of a Navyman or woman may be infringed upon, or that an appearance in court or other legal action beyond the authority of a Navy Legal Assistance Officer is required, the matter should be promptly reported to the Chief of Naval Personnel and the Judge Advocate General of the Navy, for possible reference to the Department of Justice. (SecNav Inst. 5801.1A contains the word on the Navy Legal Assistance Program.)

In discrimination cases resolved locally, a case summary, which includes a brief account of the circumstances leading to whatever incident may have occurred, action taken by the local command, and final disposition, should be forwarded to the Chief of Naval Personnel.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs as well as current BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs

No. 3—Announced signature by the President of Executive Order 11081 implementing Public Law 87-648, which concerned the new Article 15 dealing with nonjudicial punishment, effective 1 Feb 1963.

No. 4—Discussed the early release of Reserve Medical Corps officers.

No. 5—Required the withdrawal of certain possibly contaminated food.

No. 6—Effected a change to BuPers Notice 1531 of 28 Jan 1963, which was concerned with applications to the Naval Preparatory School of prospective candidates to U. S. Naval Academy.

No. 7—Disscussed reporting of Navy Stock Fund accounts.

Instructions

No. 1133.16—Describes action to be taken for reenlistments, extensions of enlistments, and/or voluntary agreements to remain on active duty, of enlisted personnel in the steward rating group who, upon expiration of current term of service, approach, complete or exceed 20 years or more of active service.

No. 1520.93—Provides information concerning the foreign language program and encourages officers to apply for instruction in languages.



"That's the last time I'll send you to supply to pick up a few things."

Notices

No. 1531 (28 January)—Provided authority for the nomination of candidates for the Naval Preparatory School, Bainbridge, Md.

No. 1221 (6 February)—Alerted commands to the February distribution of the Manual of Navy Enlisted Classification (NavPers 15105D).

No. 5101 (6 February)—Discussed motor vehicle accident statistics for 1961.

No. 1571 (11 February)—Contained explanation of the Naval Academy Information program and announced quotas for the various naval districts.

No. 1418 (14 February)—Announced the schedule for substitute Navy-wide examinations for Stewardsmen for advancement to SDCA and SD3.

No. 1900 (6 March)—Directed attention to possible abuses in separation procedures due to misunderstanding of Article C-10304(1)(c)-(5), *BuPers Manual.*

No. 1710 (14 March)—Provided information for personnel wishing to compete in the naval pentathlon.

No. 1430 (22 March)—Listed personnel who may be advanced in rating to Chief Petty Officer.

No. 1440 (22 March)—Announced changes in the enlisted rating structure affecting Aviation Electronics Technician (AT) and Aviation Fire Control Technician (AQ) and outlined procedures to be used.

No. 1510 (22 March)—Promulgated a list of active duty enlisted personnel who have been provisionally selected by the NESEP selection board.

No. 1520 (22 March)—Announced the selection of officers for the submarine school class convened 15 April at the Submarine School, New London, Groton, Conn.

No. 1070 (29 March)—Assigned jurisdiction over, and responsibility for service and health records of, officer and enlisted personnel not on active duty, and directed action concerning procedures when releasing personnel to inactive duty.

No. 1430 (29 March)—Described the establishment of primary and secondary dates for advancement in rate and rating of enlisted personnel who are on active duty.

Amateur Radio Operators Will Test Their Skill On Armed Forces Day

The Amateur Radio Operator—better known to the world as a radio ham—does an important job while he is working at his hobby. He contributes to communications training, international goodwill, military morale and recreation. And the value of his emergency services is recognized by every echelon of the military services.

To show their appreciation of the U. S. amateur radio operator's enthusiasm and hard work, the Army, Navy and Air Force annually sponsor a military-amateur radio communication program on Armed Forces Day. Planned and implemented by the Director, Naval Communications and the Chiefs of the Army and Air Force Military Affiliate Radio System (MARS) for their respective services, the Armed Forces Day program will be held this year on Saturday, 18 May 1963. On this 14th observance of Armed Forces Day all amateurs are invited to participate and demonstrate to the world the close partnership and mutual respect that the U. S. amateurs and U. S. military enjoy.

The program this year will include a west coast station of each of the participating services in addition to the Washington, D. C., headquarters stations of previous years. This addition during the military-to-amateur contact phase will improve the receive capability of the military, and thereby provide the low power stations in the western states an opportunity to obtain the special awards which they have been unable to receive in prior years.

Each of the six military stations will offer a special one-time-only QSL card for each confirmed contact with an amateur whose call letters appear in the "Callbook."

Other awards will be special certificates signed by the Secretary of Defense for perfect copy of the International Morse Code (CW) and radioteletype (RATT) receiving contests. The receiving contests are open to any amateur, short-wave listener, or other individual who possesses the necessary skills to obtain a perfect copy.

Elements of the program include:

- A military-to-amateur transmitting and receiving test for licensed amateur radio operators. The military stations will transmit crossband on spot frequencies outside the amateur bands and establish radio contacts with amateurs in the appropriate sections of the amateur bands. This is a test of crossband operations, and contacts will consist of a brief exchange of locations and signal reports. No traffic handling will be permitted.
- A CW receiving contest for any person capable of copying International Morse Code at 25 words per minute (WPM). The CW broadcast will consist of a special Armed Forces Day message from the Secretary of Defense addressed to all radio amateurs and other participants.
- A radioteletypewriter (RATT) receiving contest for any licensed amateur, individual or station that possesses the required equipment. This is a test of the operator's technical skill in aligning and adjusting his equipment, and serves to demonstrate the growing number of amateurs who are becoming skilled in this method of rapid communications.

MILITARY-TO-AMATEUR TEST

Military stations WAR, A6USA, NSS, NPG, AIR, and AG6AA will be on the air from 181500 GMT (1100 EDST, 0700 PST) to 190500 GMT (0100 EDST, 2100 PST) on 18 May 1963 to contact and test with amateur radio stations. Amateur contacts will be discontinued from 190245 GMT to 190400 GMT to allow the Armed Forces Day CW and RATT broadcast competition as scheduled above.

Station	Military Frequencies (KCs)	Appropriate Amateur Band (megs)
WAR (Army Radio,	4001.5 (CW)	3.5 to 3.8
Washington, D.C.)	*4020 (AM)	3.8 to 4.0
	6992.5 (CW)	7.0 to 7.2
	*7325 (CW)	7.2 to 7.3
	*14405 (Upper SSB)	14.2 to 14.35
A6USA (Army Radio,	3347 (CW)	3.5 to 3.8
San Francisco, Calif.)	*4025 (AM)	3.8 to 4.0
NSS (Navy Radio,	3385 (CW)	3.5 to 3.65
Washington, D.C.)	4015 (CW)	3.65 to 3.8
	6970 (CW)	7.0 to 7.1
	7301 (CW)	7.1 to 7.2
	13992 (CW)	14.0 to 14.2
	*4040 (AM)	3.8 to 4.0
		7.2 to 7.3
	14385 (SSB)	14.2 to 14.35
	4012.5 (RATT)	3.5 to 3.8
	7380 (RATT)	7.0 to 7.2
	14480 (RATT)	14.0 to 14.2
NPG (Navy Radio,	4005 (CW)	3.5 to 3.8
San Francisco, Calif.)	7301.5 (CW)	7.0 to 7.2
	13975.5 (CW)	14.0 to 14.2
	*4045 (AM)	3.8 to 4.0
		7.2 to 7.3
	7385 (SSB)	14.2 to 14.35
	4001.5 (RATT)	3.5 to 3.8
	**7375 (RATT until 0200Z)	7.0 to 7.2
	**7455 (RATT after 0200Z)	7.0 to 7.2
AIR (Air Force Radio,	3397.5 (CW)	3.5 to 3.8
Washington, D.C.)	6997.5 (CW)	7.0 to 7.2
	13995 (CW)	14.0 to 14.2
	20994 (CW)	21.0 to 21.25
	7305 (Lower SSB)	7.2 to 7.3
	14397 (Upper SSB)	14.2 to 14.35
	7315 (RATT)	7.0 to 7.2
AG6AA (Hamilton AFB,	3365 (CW)	3.5 to 3.8
Calif.)	7308 (Lower SSB)	7.2 to 7.3
	14353.5 (Upper SSB)	14.2 to 14.35
	7832.5 (RATT)	7.0 to 7.2

*** Operators transmitting on these frequencies will listen for AM and SSB signals with the appropriate bands.**

**** NPG will conduct military-to-amateur RATT contacts on 7375 KCs until 0200Z (1800 PST). At 0200Z NPG will shift this circuit to 7455 KCs for RATT contacts after this time and for the RATT broadcast.**

The RATT broadcast will be transmitted at 60 words per minute and will consist of a special Armed Forces Day message from the Secretary of Defense to all radioteletypewriter enthusiasts.

Here are the operating schedules and competition procedures:

Each transmission for the CW and RATT receiving contests will commence at the indicated times with a 10-minute CQ and identification call to permit the participants to select their station and frequency and to adjust their equipment.

The 10-minute CQ call will be followed immediately by the appropriate competition instructions and the SecDef message. The message will be transmitted by all stations simultaneously and one time only. It is not necessary to copy more than one station and no extra credit will be given for so doing.

Transcriptions should be submitted "as received." No attempt should be made to correct possible transmission errors.

Time, frequency and call sign of the station copied as well as the name, call sign (if any), and address of the individual submitting the entry should be indicated on the page containing the text. Each year there are a large number of perfect copies that do not receive the certificates because the above information was not submitted. The name and/or call sign of the individual are mandatory if the certificate is to be awarded.

Competition entries should be submitted to the Armed Forces Day Contest, Room 5B960, The Pentagon, Washington, D. C., and postmarked not later than 31 May 1963.

CW RECEIVING CONTEST

Time 18 May 1963	Transmitting Station	Frequencies (KCs)
190300 (2300 EDST)	WAR/AIR (Army & Air Force Radio, Washington, D.C.)	3347, 6992.5, 14405
190300 GMT	NSS (Navy Radio, Washington, D.C.)	3385, 4015, 6970, 7301, 13992
190330 GMT (1900 PST)	A6USA (Army Radio, San Francisco, Calif.)	6997.5
	NPG (Navy Radio, San Francisco, Calif.)	4005, 7301.5, 13975.5
	AG6AA (Hamilton AFB, Calif.)	7832.5

RATT RECEIVING CONTEST

Time 18 May 1963	Transmitting Station	Frequencies (KCs)
190335 GMT (2335 EDST)	WAR (Army Radio, Washington, D.C.)	3347, 6992.5, 14405
	NSS (Navy Radio, Washington, D.C.)	4012.5, 7380, 14480
	AIR (Air Force Radio, Washington, D.C.)	7305
190335 GMT (2135 CST)	A5USA (Ft. Sam Houston, Texas)	4025
	AG4AA (Randolph AFB, Texas)	4455
190335 GMT (1935 PST)	A6USA (Army Radio, San Francisco, Calif.)	6997.5
190335 GMT (1935 PST)	AG6AA (Hamilton AFB, Calif.)	7832.5
	NPG (Navy Radio, San Francisco, Calif.)	4001.5, 7455

List of New Motion Pictures Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

Desert Warrior (2186) (C) (WS): Adventure Drama; Ricardo Montalban, Carmen Sevilla.

Young Guns of Texas (2187) (C) (WS): Western; James Mitchum, Alan Ladd.

Assignment Outer Space (2188) (C): Melodrama; Archie Savage, Gaby Farinon.

Great Van Robbery (2189): Suspense Drama; Denis Shaw, Kay Gallard.

Backfire (2190): Drama; Virginia Mayo, Donald Macrae (Re-issue).

Lust for Gold (2191): Drama; Glenn Ford, Ida Lupino (Re-issue).

The Nevadan (2192): Western; Randolph Scott, Dorothy Malone (Re-issue).

Santa Fe (2193): Western; Randolph Scott, Janis Carter (Re-issue).

A Girl Named Tamiko (2194): (C) (WS): Drama; Laurence Harvey, France Nuyen.

Joseph and his Brethren (2195) (C) (WS): Biblical Drama; Geoffrey Horne, Belinda Lee.

Savage Guns (2196) (C) (WS): Adventure Drama; Richard Basehart.

Escape From East Berlin (2197): Melodrama; Don Murray, Christine Kaufmann.

Boots Malone (2198): Drama; William Holden (Re-issue).

So This Is Love (2199): Musical Drama; Kathryn Grayson, Merv Griffin (Re-issue).

The Jazz Singer (2200): Drama; Danny Thomas, Peggy Lee (Re-issue).

Lucky Me (2201): Musical Comedy; Doris Day, Robert Cummings (Re-issue).

Exodus (2202) (C) (WS): Drama; Paul Newman, Eva Marie Saint.

The Mongols (2203) (C) (WS): Drama; Jack Palance, Anita Ekberg.

Dangerous Charter (2204) (C): Suspense Drama; Chris Warfield, Sally Fraser.

Period of Adjustment (2205): Comedy; Jane Fonda, Jim Hutton.

Pickup On South Street (2206): Mystery Drama; Richard Widmark, Jean Peters (Re-issue).

Moonraker (2207): Drama; George Baker, Sylvia Syms (Re-issue).

I Was A Communist For The FBI (2208): Drama; Frank Lovejoy, Dorothy Hart (Re-issue).

Lydia Bailey (2209): Drama; Dale Robertson (Re-issue).



GUANTANAMO, CUBA

GUANTANAMO BAY first stepped into the pages of history when Christopher Columbus entered it on his second voyage to the New World and spent the night of 30 Apr 1494 there. He and his Spanish adventurers were looking for gold and, finding little prospect of it, left the next day.

In the following years, la Bahia de Guantanamo (Guantanamo Bay) enjoyed a reputation as a natural port for pirates, privateers and fishermen. It was also the scene of some fighting between the British and the French in the 17th and 18th centuries.

In 1741 the bay was used as a base of operations by British Vice Admiral Edward Vernon, Commander of the British West Indies Squadron, who undertook an attack on Cartagena, Colombia. The expedition was a failure, however, because the troops and sailors fell victim to tropical diseases.

In the days of the Spanish Main, Guantanamo Bay was somewhat of a pirate stronghold. It is reputed that such piratical individualists as Naum, Sores, and Rosillo made it and Escondido Bay their base of operations for some time while they preyed on shipping as it passed through the Windward Passage. Legend has it that a famous pirate named Rosario, who ranged the Caribbean, was chased into the bay and took refuge some distance up the Guantanamo River.

At other times, Guantanamo Bay was used as a haven for ships bent on more peaceful missions. The *Naval History of Great Britain* (1779) describes the bay as "a large and secure haven, which protects the vessels that ride in it from the hurricanes which are so frequent in the West Indies."

DURING THE SPANISH-AMERICAN WAR a U. S. blockade of Havana harbor, followed by a Caribbean pursuit of the Spanish Fleet, culminated at the end of May 1898 in the bottling-up of the Spanish Fleet in Santiago Bay, 40 miles west of Guantanamo, by the U. S. Fleet.

On June 10th of that year, a battalion of U. S. Marines was landed at Fisherman's Point to establish a naval base of operations for the campaign against Santiago de Cuba. The Marines were joined by Cuban allies and together they defeated superior Spanish forces and captured the bay.

This operation was credited with pinning down some 5000 Spanish troops at Guantanamo City and thereby preventing them from going to the aid of the Spanish forces at Santiago. This contributed considerably to winning the war. Our campaign against the Spanish in Puerto Rico was also launched from Guantanamo Bay.

IT WAS APPARENT then that Guantanamo Bay would be valuable as a coaling station and a base of operations for the Atlantic Fleet. Located 40 miles east of Santiago, near the eastern end of the south coast of Cuba, the base has a land-locked harbor of two basins, about four miles wide and 10 miles long from north to south. A narrow entrance gives protection from storms and safety

from the possibility of surprise attacks from the sea.

In 1934, a U. S. Cuban Treaty of Relations reaffirmed the 1903 lease agreement and provided that it could be voided only by U. S. abandonment of the area or by mutual agreement between the parties. Jurisdiction over the leased area is U. S.; however, sovereignty rests with Cuba.

The impact of World War II resulted in a reappraisal of U. S. overseas bases. Guantanamo, among others, was earmarked for expansion. The impetus provided by the attack on Pearl Harbor has continued to this day, although the building program is now aimed primarily at replacing temporary wartime structures and facilities.

Gitmo has enjoyed tremendous popularity since its inception with the leaders of the U. S. Navy. It has been used as a "home away from home" by almost all of the operating units of the Atlantic Fleet. Ideal training conditions exist with practically no interference from commercial surface or air traffic. Operating areas are close by, the weather is invariably good, and night life offers little distraction to visiting ships and air squadrons.

THE BASE IS A SMALL CITY with its own public utilities, police and fire department and civic organizations. Limited logistic support is available around the clock to minimize interference with training schedules. When ships and individual air squadrons complete their training, they are ready to join the Fleet and enter into advanced inter-type or Fleet-training exercises.

In 1952, the name Naval Operating Base was changed to Naval Base, Guantanamo Bay, Cuba.

The base, which occupies some 45 square miles on the southeastern tip of Cuba, about 500 miles from Miami, is of importance as a year-round training area for Atlantic Fleet ships and aircraft. In addition, it is a part of the Panama Canal defenses and also an anti-submarine base.

Though primarily a training base, Guantanamo is strategically located and dominates the Windward Passage, a shipping route between the islands of Cuba and Haiti. During World War II, control of this area was



GITMO radio station as it appeared in mid-thirties.

essential to the flow of fuel oil, supplies and troops.

Supporting the training activities are the: Naval Base; Naval Station; Naval Air Station; Marine Barracks; Naval Hospital; Naval Dental Clinic; Public Works Center; Naval Supply Depot; VU-10; a Mobile Construction Battalion; a detachment of the Atlantic Fleet Mobile Photographic Group; and a Security Group Detachment. There is also a naval control of shipping office under COMNAVBASE.

Commander U. S. Naval Base, Guantanamo Bay, Cuba, oversees and coordinates all these activities and is charged with the over-all security of the base. As a part of this defense, all hands take part in a training program which reaches its climax each month in a ground defense exercise. Sailors, as well as Marines, fire rifles, machine guns and pistols; drill, and are trained in tactics. By the time a sailor has completed his 18 to 24 months' tour of duty at Gitmo he is as well trained to fight ashore as the sailors of the Fleet are to fight at sea.

THE ORIGINAL TREATY set an annual rental of $2000 in gold coin, an indication of Cuban gratitude to the United States for having helped Cuba to win independence from Spain.

It has been estimated that the value of the naval base

YOU'D NEVER KNOW THE PLACE — Men and planes at Guantanamo's McCalla Field in January 1920.



is now more than $70,000,000. In January 1961, when the United States broke diplomatic relations with Cuba, the U. S. made it clear that it would continue to operate the base at Guantanamo.

The current Cuban regime voted to uphold Cuba's international commitments when it came to power. It later declared that it would seek removal of the United States from Guantanamo through legal means. U. S. abandonment of the Base was one of the five conditions Castro laid down as prerequisites for "peace in the Caribbean" during the Cuban crisis.

Figures change from day to day, of course, but according to the latest data there are now about 300 officers, 3000 enlisted men and 2200 dependents stationed on the naval base.

All fresh water used on the base is received from a pumping plant located on the Yateras River. The water is treated and distributed for use throughout the base.

At the present time, all the electrical power used on the base is generated in the base power plants. A limited amount was purchased from the Cuban plants until October 1961 when floods damaged the transmission lines. Although it is assumed that repairs have been completed, the power supply has not been resumed.



LOOKOUT on training exercises searches Caribbean.

WITH DEPENDENTS back on the base, a more complete description of living conditions in Guantanamo might be useful.

After clearance has been obtained, your family can reach Guantanamo in one of two ways. One is via an MSTS vessel which generally departs from New York. A second is MATS, which operates a schedule of four to eight flights a month from Norfolk direct to Guantanamo. Flying time is approximately six hours. Travel to the base through Cuba or from the base into Cuba is not permitted at the present time.

Housing — Guantanamo is still considered a critical housing area. Government family housing quarters are assigned to those who are authorized transportation for dependents and household effects at government expense. This includes enlisted personnel of pay grade E-4 with more than four years' military service, and all higher pay grades.

No matter where you may be assigned, you will be required (unless you fall in one of the categories below) to remain on the base housing waiting list until quarters become available.

Precedence on the base housing waiting list is established as of the date of actual reporting aboard for duty. The waiting time varies between two to four months, depending upon the time of year, with the shorter waiting period usually occurring during the spring and summer turnover. Entry of dependents is not authorized until family quarters are available.

Concurrent travel is usually authorized for the dependents of:

- Officers of the rank of commander and above, and all Marine Corps Officers.
- Civilian employees of the grades GS-11 and above and their Civil Service equivalent rating.
- Personnel whose wives have been accepted for employment as school teachers at the Naval Base School, after 1 July.
- Personnel whose requests for unusual and/or humanitarian circumstances have been approved by Commander Naval Base, Guantanamo Bay, Cuba.

There are 1033 family housing units of all types available.

Officers Quarters — Officers' public family quarters consist of two and three bedroom furnished houses and two bedroom furnished apartments, standard wood frame and cement block construction. The majority of three bedroom houses contain two bathrooms, have a combination living and dining room, kitchen, service porch and detached garage with servants' quarters above. The two bedroom houses and apartments are similar in design, have one bath, and are slightly smaller.

Enlisted Quarters — Public quarters for enlisted personnel consist of 596 furnished one, two and three bedroom apartment type "replacement houses" of concrete block construction. They are comfortable and cool.

OLD PHOTO shows Gitmo construction project in 1942.





TRAINEE in exercise off Gitmo mans battle station.

These units have a combination living and dining room and kitchen. There is a very large clothes closet in each bedroom, and a storage closet is located off the dining room. In addition to a pantry, the moderately large kitchen is equipped with a most adequate amount of cupboard space. All floors throughout the apartment are tiled. The windows, of which there is an abundance, are equipped with modern wood/or glass jalousies to control the ever-present breezes and provide privacy. Insect-proof screening is used throughout.

In addition, there is a low cost Defense Housing project on the base, consisting of 118 two bedroom bungalows of wood frame construction. Rental allowance is not forfeited. The monthly rental charge is approximately $39.00 plus utilities. With the exception of stoves, refrigerators and water heaters, these bungalows are unfurnished. However, government-owned furniture, plain but adequate, is usually available and may be rented at a nominal rate.

Household Effects – All government public quarters are equipped with adequate furniture, including electric stoves and refrigerators. Much of the living room furniture is of the tropical rattan and bamboo type.

The furniture allowance does not completely furnish the living room or porch. It is advisable to bring electric fans, pictures and various other knickknacks to personalize your new home. Large or expensive rugs should not be shipped, as past experience indicates they can easily be ruined in the semi-tropical climate.

Items that you will need, that are not provided, are such things as bed and bathroom linens, a complete assortment of kitchen utensils and cooking ware, dishes, glassware, light blankets and shower curtains. A washing machine and sewing machine are very useful, especially for families with children. So is a freezer.

The electrical current on the base is the same as in the United States, 60 cycle, 110 volts, so your electrical appliances may be used without difficulty.

Arrangements for the shipment of your household effects can be made by contacting the supply officer at the naval activity nearest your present address; or a request for information may be submitted to the Bureau of Supplies and Accounts, Navy Department, Washington 25, D. C.

Clothing – When your wife packs your steamer trunks and suitcases it would be well for her to take a good supply of cotton, linen and washable synthetic summer clothes for everyday wear. There is a dry-cleaning plant on the base but it does not specialize in ladies' clothing. Sunback dresses and spectator sport dresses are very popular for most occasions.

For comfort, shorts or similar attire can be worn around the home, neighborhood and beach areas. If she wants to wear shorts when engaged in public sports activities such as golf or bowling, only Bermuda shorts are acceptable. Exposed midriff is not considered proper attire.

Bring along bathing suits for every member of the family. There are both fresh-water swimming pools and natural bathing beach areas. The beach sand is coarse and sharp, and coral is abundant. Therefore, to prevent discomfort or injury to the feet, a suitable light sneaker or sandal is recommended.

You will find it useful if you can arrange to keep your stateside charge accounts open. A good deal of your shopping will also be done through the mail order catalogs. You should have no difficulty in getting your name on a mailing list for catalogs if you have an overseas address.

Military Uniforms – Enlisted personnel (E-5 and below) are required to be in the prescribed uniform of the day except in and around their quarters, while engaging in sports activities and while riding to and from such activities, or at functions where a special uniform has been specifically authorized.

During working hours and until 1830 daily, officers and chief petty officers are authorized to wear the cotton working khaki, service dress khaki, tropical khaki or tropical white uniform. Other enlisted wear the undress white "B," tropical khaki or tropical white uniform.

GUANTANAMO receives honor guest, *USS Enterprise*.



You'll Find These Naval Activities at Guantanamo

HERE IS A RUNDOWN of U. S. naval activities at Guantanamo Bay, Cuba, and a brief summary of their functions:

- *U. S. Naval Base*—Provides a command for the administration and coordination of the components of the base. Coordinates the logistic support of all activities in the Guantanamo Bay area.
- *U. S. Naval Station*—Provides logistic support for the operating forces of the Navy and for dependent activities and other commands as assigned.
- *U. S. Naval Supply Depot*—Procures, receives, warehouses, distributes, controls and accounts for material designated for support of Fleet units and shore activities and furnishes necessary administrative services and maintenance functions incidental to these operations; performs accounting services for designated activities as directed by the Bureau of Supplies and Accounts.
- *Marine Barracks*—Provides security in coordination with the Commandant of the Marine Corps and performs such additional functions as directed by the Commandant of the Marine Corps.
- *Public Works Center*—Provides public works, public utilities and transportation support, including engineering and administrative services.
- *U. S. Naval Hospital*—Provides general clinical and hospitalization services for naval shore activities and Fleet units of the operating forces, and in addition, provides joint hospitalization for the Army and Air Force. General clinical and hospitalization services are also provided for dependents.
- *U. S. Dental Clinic*—Provides dental care for the Fleet and shore-based military personnel and for such other personnel as are authorized by law to receive care in naval dental facilities. It provides excellent dental care.
- *U. S. Naval Air Station*—Maintains and operates facilities and provides services and material to support operations of aviation activities and units of the operating forces of the Navy and other activities and units, as designated by the Chief of Naval Operations.
- *Fleet Training Group*—Conducts shakedown and refresher training and designated inspections, provides training services and coordinates the use of local Fleet operating areas.
- *Utility Squadron Ten (VU-10)*—Provides aircraft services to units of the Atlantic Fleet. The Fleet Training Group normally coordinates the requests for local aircraft services. Commanding Officer, VU-10 is normally Commander Fleet Air Detachment and, as such, controls the administrative and operational functions of Commander Fleet Air Detachment.
- *Mobile Construction Battalion*—A mobile construction battalion's main concern during any given deployment is construction and training. The MCB present provides major construction service for the base and has been trained to operate and maintain public works and utilities on the base should this become necessary.
- *Atlantic Fleet Mobile Photographic Group (Det GTMO)*—Provides Fleet photo-triangulation services to all Fleet units. Requests for gunnery observations and triangulation services are made through the Commander Fleet Training Group while requests for other services are made directly to the officer in charge of the detachment.
- *Security Group Detachment*—Performs security group functions as directed by the Chief of Naval Operations and Commander in Chief, Atlantic Fleet.

After 1830, service dress khaki (coat optional) with necktie is mandatory for officers; chief petty officers wear the working or service dress khaki (coat optional) with necktie mandatory; and the uniform changes to undress white "A" for other enlisted personnel.

Four service dress white uniforms will serve officers and chief petty officers adequately.

Automobiles – There are approximately 70 miles of passable roads throughout the base. Although free bus transportation is available between major points, some means of personal transportation is recommended. You can either bring your own car, or you can arrange to buy a used car from soneone leaving the area. There are also quite a number of motor scooters in the area. These too are passed along at reasonable prices.

From a climatic standpoint, new cars will depreciate no more in Guantanamo than in South Carolina or Florida. Due to the scarcity of trained automobile mechanics, it is advisable to bring a late model car.

However, an older car, if placed in good operating condition before shipping, will serve adequately. Under normal conditions, the Navy Exchange garage is fully





VISITORS can find plenty to do at Guantanamo Bay.



HOT SPOT—These men simulate a hunt for radioactivity.

equipped to accomplish most repairs. Some spare parts are available locally, but those not obtainable must be ordered and shipped from the States. The lower priced cars and compacts seem to be the most popular with base personnel.

Automobiles for personnel in pay grade E-4 with over four years' service, and higher pay grades, can be shipped at government expense. As there normally is a backlog of automobiles awaiting shipment, it is advisable to turn your automobile into the point of shipment as early as possible.

There are a limited number of sedans in a "U-drive-it" pool operated by Special Services Division which are available for rental on a "first-come" basis for periods up to 30 days.

Medical Facilities — Full medical facilities are available.

A hospital was completed in 1956 and is completely air-conditioned and hurricane-proof. The hospital is completely equipped for all routine and emergency care. Limited dental care is provided to dependents by the dental clinic without charge.

Exchanges — There are two exchanges on the base, with associated activities. They offer adequate selections of clothing and shoes in popular sizes for all members of the family. Also carried are household linens, silver plate and sterling articles, souvenirs, photograph supplies, candy, smoking items, electrical appliances (refrigerators, washing machines), hardware, toys and phonograph records.

Commissary Store — The Naval Station Commissary Store has an ample supply of packaged foods, baby foods (both infant and junior), household goods, staple items and some personal items. The meat and produce departments are kept supplied periodically by commercial ships making trips from Norfolk. Fresh milk, fruits, vegetables and frozen foods from the States are usually on hand. Prices are somewhat higher than in the supermarkets in the States.

THE MSTS TRANSPORTS passing through Guantanamo Bay will permit families to embark, on a space available basis, for a trip to the Canal Zone and return, taking five days for the cruise. The transports normally remain in the Canal Zone approximately 32 hours, and all passengers are permitted to go ashore.

If you wish, you may make arrangements for a trip to San Juan on the transport's return trip to New York, then return to Guantanamo when the transport passes through San Juan the following month on the southern leg of its trip. The MSTS charges for these cruises are very reasonable, although they are subject to change without notice.

Auxiliary type vessels in the Guantanamo Bay area for training purposes that are equipped to accommodate women passengers, occasionally make week-end trips to the nearby island ports of Kingston, Jamaica, or Port-au-Prince, Haiti. Children under 12 are not eligible. The ships normally depart from Guantanamo Bay on late Friday afternoons, arriving at their destination early the following morning. Departure time is usually late Sunday afternoon, arriving at Guantanamo early Monday morning. The shipboard charges involved are those for four meals on board and possible linen service. You are not permitted to subsist on board the vessel during its stay in port.

Dependents are permitted on naval aircraft for recreational transportation within the 10th Naval District and on MATS aircraft to the continental U. S. One trip per normal tour is authorized via naval aircraft. One trip per year is authorized via MATS. Transportation is on a space available basis only. Dependents must be accompanied by sponsor.

Religion — The chapel has a seating capacity of approximately 460 persons. Both Catholic and Protestant chaplains are permanently assigned. Divine services are regularly conducted.

Education — The naval base school provides educational facilities from nursery school level through high school.

The nursery and kindergarten are self-supporting. Tuition charges are $12.00 to $15.00 per month. A child may enter the nursery school at any time during the school year after he has reached his third birthday. To enter kindergarten the child must have had his fifth birthday on or before 1 January of the current school

Statistics Give Picture of Gitmo

Personnel

Officers	300
Enlisted Men	3000
Military Dependents	2200
Other U. S. Citizens and their Dependents	630
Native and Alien Civil Service Employees	2134
Native and Alien Non-Civil Service Employees	1610
Total Personnel	9874

Housing

Total Family Housing Units (with more being built)	1033

Schools

Classrooms	41
Total Enrollment (average)	1000

Base Area

Land	19,625 acres 30.6 sq. miles
Water	9196 acres 14.4 sq. miles
Total	28,821 acres 45 sq. miles

Civilian and Structural Facilities

Paved Roads	65 miles
Unpaved Roads	92 miles
Fence Line	24 miles

year. Those six years old on or before 1 January of the current school year are eligible for the first grade of the public school.

There are no tuition charges for Navy dependents entered in the public school. The school is well equipped and has a competent staff. It is accredited by the North Central Accrediting Association of Colleges and Secondary Schools. Transportation to and from kindergarten, elementary and high school is provided at no cost. School books are also furnished free to all children.

The school year commences the last week in August and ends the third week in May.

THROUGHOUT THE YEARS a determined effort has been made to counteract the plain hard work involved in the intensive Fleet shakedown and refresher training by providing a wide range of recreational facilities. At Gitmo you can find the following, all for your enjoyment.

- Three baseball fields; one lighted for night games.
- Eight softball fields; three lighted for night games.
- Six swimming pools.
- Eight basketball courts.
- Twenty bowling alleys.
- Five outdoor motion picture areas.
- Eight volley ball courts.
- One golf course (27 holes).
- One driving range.
- Four boat rental and sailboat rental facilities.
- Four hobbyshops. Also, one photographic darkroom; two riding stables; 80 rental bicycles; one roller-skating rink; and one boxing ring.

THE DOCKS of Guantanamo are supplied from an AK.



WGBY radio and television operate seven days a week, broadcasting 125 hours of radio and 53 hours of television. WGBY radio, with 1000 watts of power, operates on 1340 kc's and WGBY TV is Channel 8.

Both are manned and operated by naval base military personnel, with feature radio and television programs presented by volunteer military personnel and their dependents. WGBY radio and television are affiliated with the Armed Forces Radio Service.

There are two beaches, the largest of which is equipped with 20 cabanas. There are seven "Bull's Eye" sloops which are available to qualified sailors at the naval station boat locker. These boats are also utilized in the local yacht club racing series. The boat locker also has 35 outboard motor boats, fishing and lobstering gear for rental. The naval air station and the Marine barracks also operate similar boating facilities on a somewhat smaller scale.

Skin diving is a popular off-duty activity. A swimming pier was constructed recently adjacent to the recreation park at Windward Point near the entrance of the bay. The swimming pier serves as a launching platform for the underwater spear fishermen.

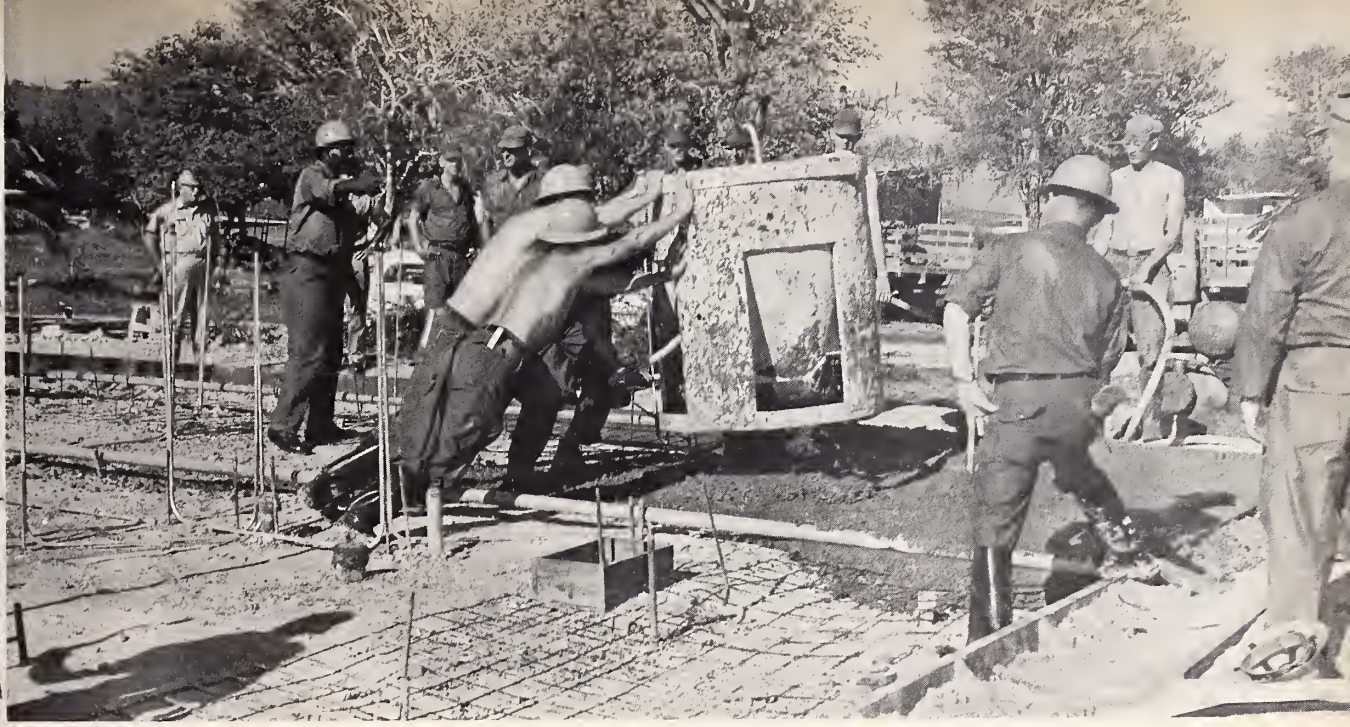
Each specific group has its own club. Enlisted men have the "White Hat Club." This has the facilities for serving light meals and beverages and also has an outdoor patio. There is an excellent chief petty officers' club and the Morin Center family lounge which is located in the housing area. The Marine barracks has its own club, as does the naval air station.

The officers' club has many facilities including a dining room, dancing pavilion, stag bar, bowling alleys, tennis courts, a swimming pool for the adults and two separate ones for the youngsters. There is a snack bar for serving light lunches and beverages throughout the day.

Five separate restaurants are available. One of them, at the air terminal, provides meals at odd hours for personnel arriving and departing by aircraft. Marine barracks operates a family restaurant that specializes in Chinese food as well as the standard fare. There is a drive-in restaurant which might be more accurately termed a "walk-in" restaurant because most of the customers are Fleet sailors.

Morin Center, located in the Granadillo Point housing area, is a combination restaurant and cocktail lounge. Steaks, chicken and seafood are the more popular dishes. Movies, bingo and dances are held regularly.

Recreation and sports facilities are an important morale factor at an overseas base. As you can see from the above listing, the Navy does its best for Navy families at Guantanamo, and morale is high.



ON THE JOB — Concrete crew of Mobile Construction Battalion Eight pours housing pads at Gitmo base.

'Can Do' Spirit in Cuba

TODAY'S SEABEES have much in common with the Seabees of 20 years ago, even though the structure and operational aspects of the Navy's Construction Force have changed.

During World War II, members of the hastily formed CB units rolled up their sleeves and went to work with hammers and bulldozers building advanced bases, airfields, highways and bridges in places that, but for the war, would be considered highly unlikely sites for major construction projects.

Overnight, jungle trails became wide, level highways. Jagged coral beach areas were turned into airfields.

The Seabees were prepared to defend what they built. They were as expert at fighting as they were at working.

Seabees still build things, and can defend what they build. But the times have changed the face of the Construction Force.

The Seabee himself has changed. He's younger (average age of today's Seabee is 22) than his World War II counterpart (who was 33). And, since he is younger, he may be less experienced in construction work than the civilian professionals who were issued Navy uniforms, tools and guns, and shipped out for the duration of the war.

The Seabee of today is a highly trained technician who specializes in some phase of construction work. He has attended at least one technical school. And, he is better trained militarily than he ever was before.

All Seabees receive basic military training (not to be confused with boot camp) under the supervision of tough, combat-hardened Marine Corps officers, and advanced military training which is repeated at regular intervals. The latter includes weapons qualification (all types), and fire team, squad, and larger unit tactical training that's geared to defensive combat type operations.

Veteran Seabees think the young, highly trained Navy construction men of today have lost some of the cigar-chewing, unshaven, gruff-voiced, razzle-dazzle of wartime. But they can be tough.

A CASE IN POINT is the pai the modern Seabee has taken in the defense of the U. S. Naval Base at Guantanamo Bay, Cuba.

Several years ago the Chief of Naval Operations told the Construction Forces that, until further notice, a fully manned, completely equipped Mobile Construction Battalion would be located at Gitmo on a day-to-day basis. This was a precautionary, defensive move; the Seabees were figured to be the right people to have at Gitmo in view of the shaky, sometimes critical Cuban situation (ALL HANDS, December 1962; January 1963).

The five Atlantic area Mobile Construction Battalions (MCBs One, Four, Six, Seven and Eight have been taking turns at holding down the fort at Gitmo. At present, MCB Seven is there, having relieved MCB Four. A normal MCB tour at Gitmo is six months.

The deployment of the MCBs to Guantanamo Bay is

ON THE LINE — Seabees work on base fortifications.







ROUGH AND READY — Members of MCB Four receive combat training while on rotation from Gitmo.

based on what is expected of the Seabees in line with their over-all mission. They must:

- Be ready to provide construction support to Naval, Marine Corps, and other forces as directed.
- Be ready to conduct disaster control operations, including emergency public works operating functions.
- Be ready to conduct defensive operations as dictated by the deployment situation.

At Guantanamo Bay, the Seabees have demonstrated most convincingly that they are ready to do all these things, and more.

One week end last October a number of fast moving events in Cuba resulted in the evacuation of dependents from Guantanamo Bay, and the landing of Marine infantry battalions. The Marines, of course, were ordered in to Gitmo to strengthen the base's regular defensive complement, which consists of regular base personnel—mostly Navymen.

A Pat on the Back for MCB 7

The Commander of the U. S. Atlantic Fleet Service Force, Rear Admiral Denys W. Knoll, USN, has sent a letter of commendation to the Commanding Officer of Mobile Construction Battalion Seven for the outstanding performance of the battalion in support of the Cuban operations during the quarantine period.

RADM Knoll's letter read in part: "Subsequent to commencement of the Cuban Quarantine operations MCB Seven was deployed to Guantanamo Bay, Cuba, to augment construction battalion forces already on station.

"Upon arrival, MCB Seven immediately engaged in construction programs designed to strengthen the fortifications of the Naval Base, Guantanamo Bay. These programs were undertaken at a tremendously accelerated rate, and in a very short period of time, the defensive positions had reached a more than acceptable condition of readiness. Additionally, personnel of MCB Seven were assigned to the ground defense forces of Guantanamo, as an integral part of the U. S. Marine contingent.

"The splendid performance of MCB Seven in the rapid preparation of defensive positions and the high state of training which preceded their integration into defensive positions contributed in large measure to outstanding readiness conditions obtaining throughout the Cuban Quarantine period.

"You are commended for the outstanding performance of MCB Seven in support of the Cuban operations. Well Done."

WHEN THE MARINES landed they found their defensive positions already occupied by the Seabees of MCB Four, who could have passed for Marines—they wore green Marine utilities, polished boots, and carried weapons they knew how to use. On their caps, they wore their Navy rank insignia.

As part of the Gitmo base defense operation, the MCBs regularly provide two companies of riflemen for the Naval Emergency Ground Defense Force.

The week end the Cuban situation became serious (President Kennedy announced the naval quarantine of arms shipments to Cuba and the evacuation of dependents from the base), MCB Four was taking part in a routine NEGDEF exercise. Overnight, it turned from an exercise into the real thing.

After the Marines landed and took over the bulk of the ground defense chores, the Seabees provided front line support by setting up camp near the defense line.

During the first two weeks of the crisis, the Seabees built more than 20 miles of new roads which, in case of an attack on the base, would have been invaluable to the Gitmo supply and communications network. A line of new concrete and steel bunkers was built.

While the Seabees on the front line were working on defense construction projects, others were at work in the rear, converting existing ammunition storage bunkers into command posts and, in other areas, building new command posts to order.

THE SEABEES WORKED around the clock in two shifts. Front line construction crews couldn't work at night, but did the job so fast in the daytime it took two shifts at the base to keep up support.

The bulk of the early crisis construction was handled by MCB Four. But MCB Seven, which was to relieve Four in December, was on the job early in view of the emergency. (An advance force of 50 MCB Seven personnel had been at Gitmo since 14 October to make preparations for the arrival of the main battalion.)

On 26 October, an LST departed the Atlantic Construction Force bastion at Davisville, R. I., with 336 enlisted men and eight officers of MCB Seven, and new construction equipment. The battalion had cut short its regular training schedule and moved out for Gitmo after only a few days' notice. (Dependents of the Seabees, of course, were left behind, which is the standard MCB procedure.)

On 30 October, the ramp doors of the LST swung open at Gitmo and the men of MCB Seven went ashore and turned to with their MCB Four colleagues.

By last December, the critical situation at Guantanamo Bay had been eased, and most of the Navy and Marine Corps dependents were permitted to return to the base in time for Christmas.

MCB Four moved out for Davisville, but MCB Seven is still at Gitmo working on base construction projects. It is also giving the Naval Emergency Ground Defense Force some tough foot soldiers in the form of Seabees.





AT GITMO — A small group of Marines pose for their photo. *Rt:* A Marine sentry watches base's border line.

Marines on Guantanamo

POST-CRISIS GUANTANAMO, for the Marines, is very much like it was that sunny October day when President Kennedy announced the presence of offensive missiles in Cuba.

The Guantanamo Bay Naval Base still consists of 45 square miles, some 14 of which are under water.

The square mileage consisting of terra firma is separated from the remainder of Cuba by a chain link fence surmounted by three strands of barbed wire.

The fence is still guarded by United States Marine sentries and their sentry dogs.

Perhaps the Marines assigned during the crisis to patrolling the fence at night felt the strain more than anyone else. They never knew whether the noise they heard in the bush at night was a frightened animal or a Cuban militiaman.

They had their instructions and were prepared to follow them, but their responsibility was rather awesome, for an ill-advised shot could conceivably have triggered World War III.

At the beginning of the crisis, the Marines at Guantanamo girded themselves for an invasion. Fortunately, the only invasion which materialized was the arrival of thousands of men of the Fleet Marine Force in planes which darkened the sky.

With this sudden influx, barracks facilities became taxed and gave way to encampments of pyramidal tents. The incoming Marines demonstrated their training and ingenuity in rigging up sanitary, bathing and recreational facilities.

The Marine Exchange, which had lost most of its English-speaking help when United States civilians were evacuated, depended upon hastily recruited Cuban personnel whose English was on the sketchy side or nonexistent.

Off-duty Marines found themselves short of recreational equipment at first, but the situation soon corrected itself when the Barracks Special Services inventory of equipment ballooned to an amount exceeding $80,000.

Paradoxically, the stream of Cuban nationals, many of whom had worked at the base for 20 or 30 years, continued to flow in from Castro's Cuba without interruption.

The only readily apparent change was the reduction of entrance channels to one gate. The influx of Cubans through this gate was some 3000 workers per day.

The bunkers and the pre-fabricated foxholes built by the Seabees for the Marines are still there. So are the roads bulldozed through the base where no roads existed before.

After the crisis, the Fleet Marine Force left Guantanamo and the tent cities disappeared.

With the return of dependents and other United States civilians, operations at the Marine Exchange returned to normal.

The swimming pools, beach, golf course and tennis courts are occupied as usual.

Perhaps the only difference in the life of Marine Corps families at Guantanamo is a slight undercurrent of tension and, if possible in the always alert Marine, a keener edge to alertness.

MARINE GUARD checks pass of worker leaving base.



DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionolly meritorious service to the Government of the United Stotes in o duty of greot responsibility . . ."

★ WELLBORN, Charles, Jr., VADM, USN, for service as Chairman, U. S. Delegation, United Nations Military Staff Committee, and as Commander Eastern Sea Frontier and Commander Atlantic Reserve Fleet, from March 1960 to January 1963. VADM Wellborn made significant contributions to the Free World's efforts for international stability and mutual understanding. He displayed outstanding organizational ability, keen perception, and resoluteness in improving the procedures and facilities for logistic support of Fleet units and in planning the wartime control and operation of shipping from the East Coast of the United States.



LEGION OF MERIT

"For exceptionolly meritorious conduct in the performonce of outstonding service to the government of the United Stotes . . ."

★ NUNN, Ira H., RADM, USN, for service as Commandant, Ninth Naval District, from August 1961 to March 1963. With marked skill, resourcefulness, and organizational ability, RADM Nunn effectively coordinated the efforts of the various naval commands in the Ninth Naval District, materially strengthening their support to the Navy. His leadership has been a strong contributing factor toward the mutual understanding and coordination of effort existing among the commands and communities of his District.

Gold Star in Lieu of Second Award

★ TOWNER, George C., RADM, USN, for service from December 1960 to March 1963 as Commandant, Thirteenth Naval District; Commander, Northern Sector, Western Sea Frontier; and Commander, Northern Sector, Naval Defense Forces, Eastern Pacific. A dedicated leader, RADM Towner successfully solved many complex problems involving military and civilian policies during this period. He was particularly successful in maintaining and improving extremely cordial relations with the Canadian community adjoining the Thirteenth Naval District.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actuol conflict with an enemy . . ."

★ COLE, Don R., SN, USN, for heroic conduct on the afternoon of 8 Sep 1962, while in a liberty status from USS *Providence* (CLG 6) at Yokosuka, Japan. Witnessing two small Japanese boys fall into Yokosuka Bay, Cole immediately raced to the scene, dived fully clothed into the cold, swift-running current and, although hindered by the actions of the panic-stricken boys, managed to keep them afloat until aided by another rescuer in towing them to the safety of the shore.

★ SINGLETON, Harold L., LTJG, USN, for heroic conduct on the afternoon of 19 Oct 1962 while serving as Detachment Electrical Officer with Airborne Early Warning Squadron Pacific, Midway Detachment. When a fellow officer inadvertently contacted an open fuse while inspecting a 2400-volt electrical fuse panel, and immediately suffered a continuous, high-voltage, electrical shock which bound him to the panel, LTJG Singleton, who was the only person in the victim's company, quickly attempted to actuate the master circuit breaker switch, but was unable to do so because of shocks received from his companion's body. After summoning help, he removed his belt, placed it around the victim's legs, and managed to pull him free from the power source. He then administered external cardiac massage to his companion.

★ SMITH, William E., Jr., LT, USN, for heroic conduct on 25 Jun 1962 while serving on board USS *Tiru* (SS 416). When a casualty occurred while the ship was submerged, trapping 18 men in the after two compartments, LT Smith, equipped with an oxygen breathing device, was a member of the first rescue team to enter the compartments which were filled with toxic gas. Finding almost all of the trapped personnel unconscious, and hampered in his rescue efforts by the bulky oxygen breathing device, he removed the device and then repeatedly entered the toxic gas-filled spaces, moving four men to safety before being overcome. Reviving quickly, he reentered the compartments by another route and succeeded in moving three additional men to safety before losing consciousness again.



AIR MEDAL

"Awarded for meritorious achievement in aerial flights . . ."

★ FRANKE, Fred A. W., Jr., LCDR, USN, for achievement in aerial flights on 12 and 16 Sep 1962 in connection with the establishment of three world records for amphibians. As pilot of a Coast Guard version of the Navy UF-2 *Albatross*, LCDR Franke flew to an altitude of 27,380 feet, setting a world altitude record for amphibians with a 2000-kilogram load. In addition, as copilot of the same aircraft, he participated in the establishment of a world altitude record of 29,460 feet for amphibians with a 1000-kilogram load, and a world speed record of 151.4 miles per hour for amphibians over a 5000-kilometer course with a 1000-kilogram load.

Gold Star in Lieu of Second Award

★ HOFFMAN, Richard A., LCDR, USN, for meritorious achievement in aerial flight on 16 Sep 1962 in connection with the establishment of a world speed record for amphibians. As pilot of a Coast Guard version of the Navy UF-2 *Albatross*, LCDR Hoffman succeeded in establishing a world speed record of 151.4 miles per hour for amphibians over a 5000-kilometer course with a 1000-kilogram load.

Gold Star in Lieu of Third Award

★ MOORE, Donald E., LCDR, USN, for meritorious achievement in aerial flights on 12 and 16 Sep 1962 in connection with the establishment of three world records for amphibians. As pilot of a Coast Guard version of the Navy UF-2 *Albatross*, LCDR Moore flew to an altitude of 29,460 feet, setting a world altitude record for amphibians with a 1000-kilogram load. In addition, as copilot of the same aircraft, he participated in the establishment of a world altitude record of 27,380 feet for amphibians with a 2000-kilogram load; and, as navigator, in the establishment of a world speed record of 151.4 miles per hour for amphibians over a 5000-kilometer course with a 1000-kilogram load.

BOOKS

ALL PHASES OF PACIFIC DESCRIBED THIS MONTH

THIS MONTH, you will find here a list of representative books which describe people and places of the Pacific. However, these are only samples. There are many more waiting for you in your ship or station library. For more on this subject, see last month's special issue of ALL HANDS on the "Navy in the Pacific."

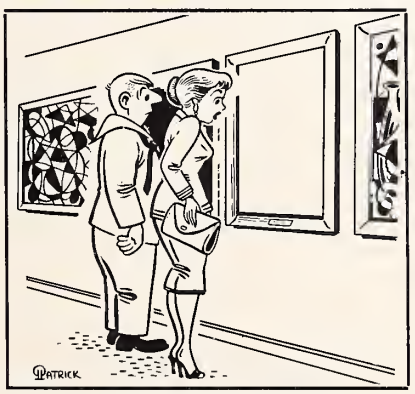
Olson's Orient Guide, by Harvey S. Olson, is as good a beginning as any. A thick, thick book (960 pages), yet small enough to slip in your pocket, it includes information on most aspects of travel in the Far East—where to go, how to get there (this shouldn't bother you too much), how long to stay (nor this), what to see and do, what to buy and where to buy it, where to stay and what and where to eat. It's difficult to understand how the man gets around, but he gives a list of personally approved hotels and detailed descriptions of noteworthy hotels and inns. He fills you in on the culture and history of Japan, the Philippines, Hong Kong, Hawaii, Macao, Singapore, Taiwan, Thailand, Malaya, Cambodia, and Vietnam. He earlier completed a similar book on Europe. Nice work if you can get it.

Two books on Japan—***These Horned Islands,*** by James Kirkup, and ***Reluctant Ally,*** by James Cary, form a good introduction to the specifics. *Horned Islands* is a travel book about the Japan the tourist rarely sees. The author taught at a university located in Honshu, a region still largely unvisited by foreign tourists, but one that may be the most truly Japanese in temperament, landscape and customs. He tells how the ordinary Japanese citizen really lives—festivals, popular drama, bathing, eating and drinking, the problems of ordinary family life. He describes with a professional's touch the spectacle of overcrowded streets, ever-changing landscapes, and the surprises and contradictions of a remarkable people.

Reluctant Ally emphasizes the political angle. Under the occupation, says Cary, Japan learned the patter but not the practice, of democracy. Immediately after that event, the country was shaken by the antagonisms of the political extremists, which resulted in riots. Badly shaken, her democratic government is still struggling for a stable government which will help keep the balance of power tipped to the West. All Asia, warns Cary, may be lost to the Communists if the forces attempting to subvert Japan are not defeated. A much different viewpoint, you will observe from these brief notes, from *Horned Islands.*

It seems appropriate at this point to consider ***The Philippines,*** by Albert Ravenholt. (This is the fourth in a series sponsored by the Asia Society. Other titles are *Thailand*, *Ceylon* and *Indonesia*). An over-all survey of the land and the people, the author attempts to cover Philippine history from the earliest settlements through Spanish and U. S. rule, Japanese occupation during World War II to present-day independence. He touches on the economy of the islands, social structure, religion, education, arts and pleasures. Politics, he suggests, might almost be called a national sport, and discusses the political institutions and habits to show why this may be so.

Two others—***The Realm of the Green Buddha,*** by Ludwig Koch-Isenburg, and ***Tangaroa's Godchild,*** by Olaf Ruhen, are definitely not of the whither-away type. *Godchild* will do much to revive your dreams of lush, far-away South Sea isles. Ruhen first tells of his childhood spent by the sea around northeastern Australia, with hauntingly beautiful chapters devoted to whales, seals, fishing, sailing, the Trobriand Islanders and the early Europeans of the area. Later, he ranges further over the South Pacific, visiting several "paradises." (But he notes that men who finally find their desert islands are rarely happy there). He is more than just a tourist, however. He shows how the technique of a native craftsman, the physical aspects of the sea and the land, the unique structure of a society explain history, migrations, legends and religious belief. Tangaroa, by the way, is the Polynesian sea god.



"This one is titled space."

Green Buddha tells of the adventures of the author in his role as botanist, animal collector, nature lover and traveler during an expedition to Thailand. Why did he choose that particular area? It seems that a white-handed gibbon named Koko who came from Thailand so enchanted the author's household that there was nothing to do but investigate the origin of such a charming creature. Although Koch-Isenburg discusses the people he meets and his understanding of their Buddhist faith, his descriptions of scenes in nature predominate. There is his brush with a king cobra, his capture of a black panther, his ministrations to a seasick tiger. An elderly Thai gentleman shows him how to capture a giant cobra with his bare hands. (It is to be assumed that one either passed or failed this course of instruction. No intermediate marks).

HMS Bounty, by Alexander McKee, is the factual account of the incidents which formed the basis of the famous trilogy by Nordhoff and Hall. McKee describes Bligh's relationship to his crew, gives a step-by-step account of the mutiny itself, the 3600-mile boat trip, and the court-martial. Two schools of thought seem to have arisen concerning Captain Bligh; one, that he was simply sadistic and the mutiny was an inevitable result; the other, that it was merely a haphazard rebellion, spurred by dreams of soft South Sea islands. McKee has a few words to say about that, too.

Almost predictably, we wind up this account with mention of ***Hong Kong,*** by Gene Gleason. Not necessarily a tourist book (although he touches on that, too), Gleason has set out to give a straightforward description of the city itself. It's a fertile subject. Tourists swarm here from all over the world in search of sights and bargains. Drug addiction, criminal secret societies, and official corruption are its enemies, yet it is firmly governed and is prosperous. As the man says, it is the show place of the Orient and the market place of East and West. Visit it if you can.

TAFFRAIL TALK

NO DOUBT ABOUT IT, Navymen are statistically minded. Led astray we presume, by our Editor-in-Charge-of-World-Shaking-but-Irrelevant-Statistics (who, happily for the rest of the staff, has been quiescent lately), Navy journalist Stewart Prentiss has been collecting some statistics of his own. He rushes to inform us that, during her recent deployment in the western Pacific, crewmen of uss *Chipola* (AO 63), using the traditional hand-over-hand method permitted some 60 miles of line to pass through their hands while refueling ships of the Seventh Fleet.

While the resultant calluses and blisters were subsiding, the arithmetically minded ship's cooks made journalistic history of sorts by announcing that, during the 158-day deployment, they served the 299-man crew 525 complete meals, for which they prepared 33,872 pounds of meat (enough to build a steer 200 feet tall), 57,361 pounds of fruit and vegetables, 17,425 pounds of bread and flour, and 884,000 cups of coffee. Sounds like a somewhat unbalanced diet to us.

Perhaps in the making of all that coffee (5.2 cups per man per meal, is the way we figure this, in the absence of our EICOWSBIS), *Chipola's* engineers distilled 1,350,490 gallons of fresh water—enough, interjects Prentiss, to serve a family of three for 25 years. While estimating how much water a family of three might consume, the engineers also found time to pump 15,142,314 gallons of fuel oil and aviation gas to customer ships during refueling and consumed 1,986,194 gallons of fuel while steaming. Meanwhile, engineering personnel stood an average of 1109 hours of watch.

They were greeted by 40.3 families waiting on the pier at Pearl—or maybe they got their decimal points snafued.

★ ★ ★

Enough of that. Want another kind of success story? Consider the destiny of Captain James C. Maxwell, BM1. Back in 1947, Jimmy Maxwell, SN, reported aboard *YTM 405* for a four-week tour of training duty. Sixteen years later, he again reported aboard the NavSta Service Craft activity for assignment. He ended up as skipper of his old YTM and likes it so well he hopes to be a tugboat owner when he retires.

★ ★ ★

The Navy really must have something on the ball. For further confirmation of our thesis, maintained in the preceding pages of this publication, we refer you to the career of ENS William T. Green, who not too long ago received his commission from OCS.

Ensign Green joined the Army reserve in 1952; two years later he went on active duty with the Marine Corps. After this tour, he rejoined the Army Reserve while attending college part time. In 1958, he was accepted at the Army OCS, and a year later was commissioned second lieutenant in the Army Reserves.

Seeking the well-rounded life, he followed this with a direct commission as LTJG in the Coast Guard Reserve. Now convinced that a military career was for him, he made his final choice—the Navy. To start things off right, he was selected as regimental commander for his class.

All this simply goes to show that the Navy has more facets than you can shake a stick at. Something different for everyone.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive actian to win in war.

It is upon the maintenance af this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage fram the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or an distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Naw and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strang belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our apportunities and our responsibilities been greater.

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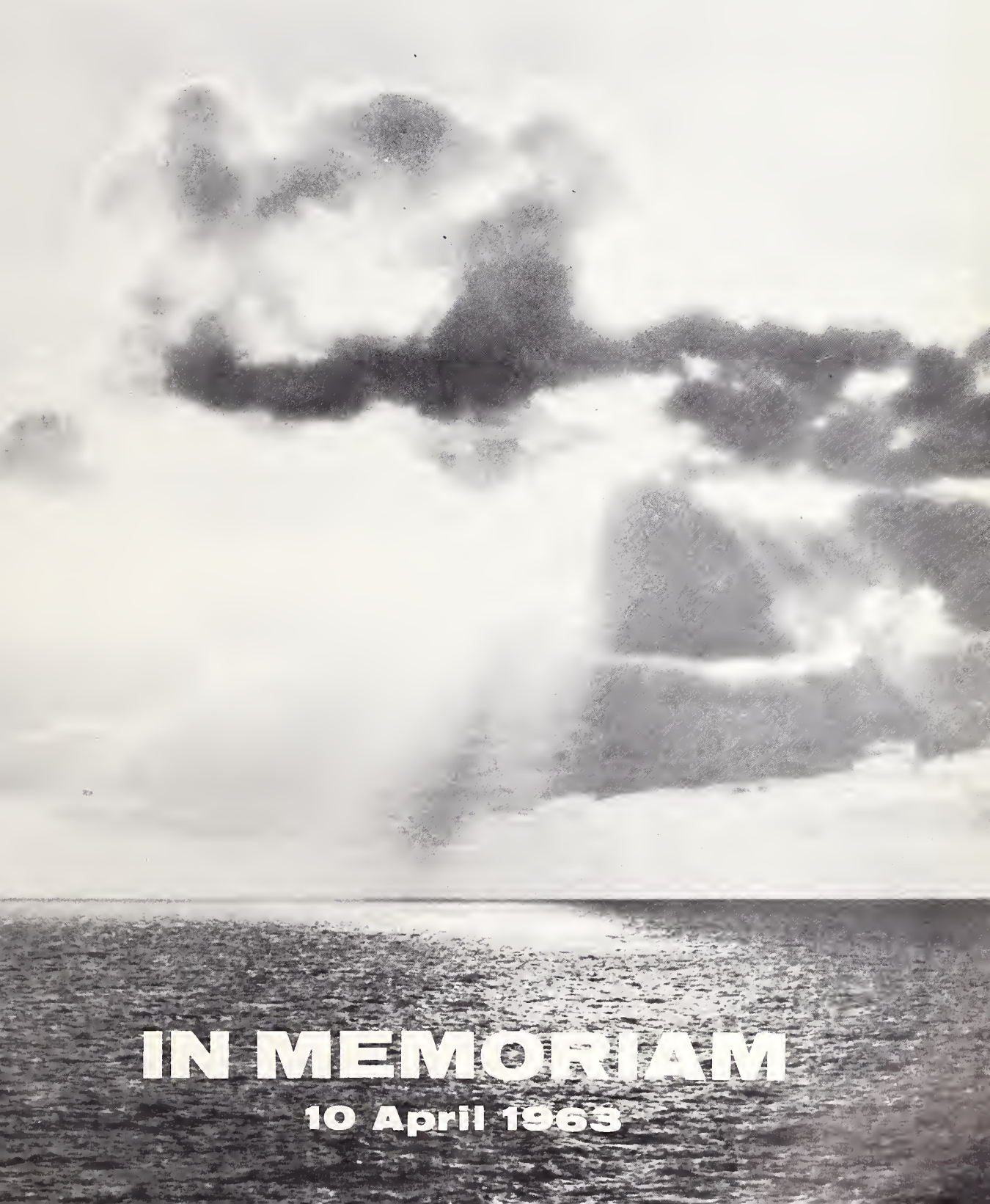
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• THE TRAGIC LOSS of USS *Thresher* (SSN 593) with all personnel aboard on 10 April 1963 is maurned by the Navy and all of America.

USS THRESHER (SSN 593)



IN MEMORIAM

10 April 1963

on duty



from Sea to shining Sea..

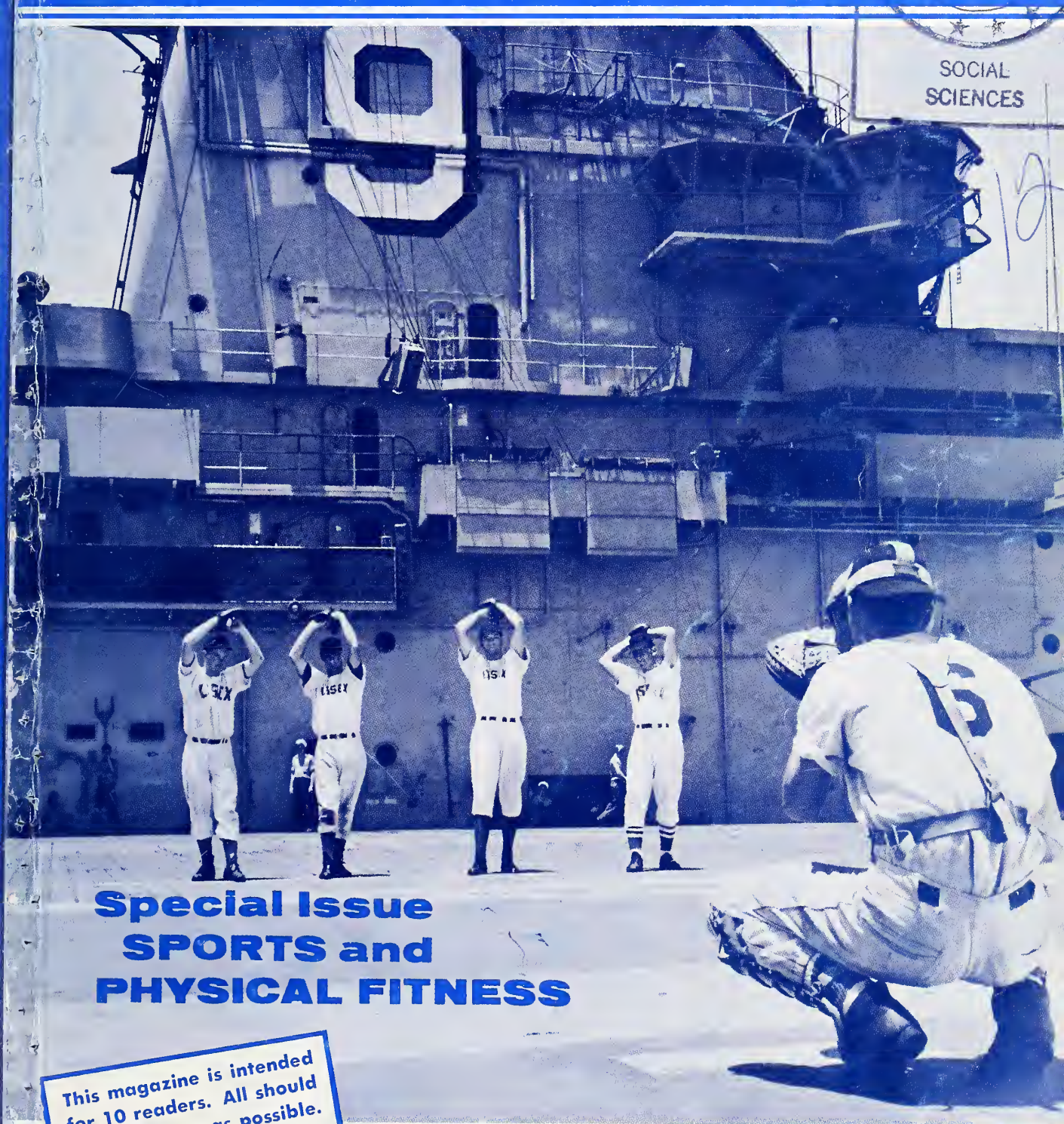


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THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



Special Issue
SPORTS and
PHYSICAL FITNESS

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JUNE 1963





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JUNE 1963 Nav-Pers-O NUMBER 557

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The Deputy Chief of Naval Personnel
CAPTAIN J. L. COUNIHAN, USN
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Don Addor, **Layout & Art**
French Crawford Smith, **Reserve**

• **FRONT COVER: WHAT'S THE PITCH** — Baseball and softball have been popular in the Navy far many years. Performance af Navy teams in faraway parts helped ta spread American sports from basketball tr volleyball thraughout the world. Here, pitchers warm up an *USS Essex* (CVS 9).

• **AT LEFT: LIKE A DUCK** — Swimming in competition ar just far fun as shown here is a natural far Navymen. Not only is it a gaad physical conditioner, but when warking at sea a sailor's ability in the water could save a life.

• **CREDIT:** All phatagraphs published in ALL HANDS are official Department of Defense phatas unless atherwise designated.



Sports in the Navy: 1775

SINCE THOSE LONG-AGO DAYS when a Navy ship organized the first spontaneous "smoker," replete with boxing matches, or ran climb-the-rigging races over the bounding main, sports and athletics have been a highly important part of the Navy scene.

In a short time in the life of the youthful U. S. Fleet, it became apparent that, with a minimum of athletic and recreational gear, a lot could be accomplished in promoting a good time, good morale and esprit de corps.

It was far from an organized effort in the beginning—more of a "Hey, you guys on the USS *Neversail*, our whaleboat crew can beat yours across the bay any old time" type of thing. Or, the "Our old man can lick your old man" bit—which meant, in Navy lingo, something like, "We've got a fireman in our black gang who can whip the bell-bottoms off anybody you've got aboard."

But it was a beginning, and from it has evolved the Navywide undertaking we know today as the Navy Sports Program.

Some of the early sports activities came more under the heading of shipboard drills than actual sporting events. For instance, on a lazy day aboard a Navy frigate in the Caribbean in the early 1800s came the boatswain's call—"All hands reef topsails!" Sailors swarmed on deck. A reefing match was in the making.

"Man the top-gallant clew-lines and jib down-haul," shouted the first lieutenant through his speaking trumpet. "Stand by to furl top-gallant sails. Keep down, keep down there forwards! Not a man of you lay aloft till I give the order."

After a succession of rapid commands, the match was over and the winners announced.

IF SUCH AN ACTIVITY could not be called a "sport," it was certainly exercise—a physical conditioner that served also as a drill in seamanship flavored with the salt of competition.

At that time, boxing or just plain "slugging" bouts were clandestine affairs staged contrary to shipboard regulations and sometimes used as a means of settling personal grievances.

Boat races were held both for money and ship prestige. Challenges were rarely left unanswered. Typical was one issued by the U. S. storeship *Relief*, at Callao, Peru, in June 1841: "We the crew of the United States Ship *Relief's* first cutter, challenge the United States Frigate *Constitution's* lifeboat to run tomorrow at 4 p. m. for the amount of 11 dollars. Our commander has granted us his permission. Marshall Garth, Coxswain."

The ship's companies backed their teams to the hilt. Sometimes the ships themselves raced each other—a real feat of seamanship.

EARLY NAVY SPORTS records are quite vague, but we do know that at the beginning of the 1800s, "rigging races" were held. These races required contestants to scramble on a predetermined course through the mast and sail equipment.

But officers began to be concerned over the lack of athletics in the Fleet with the advent of steam and the end of the vigorous sailing ship days toward the end of the 19th century. Sailing ship sailors had to be as agile as stuntmen as part of their duty, while the steamship sailor was much more of a technician and less active physically. Sports-minded flag officers began to set up in their squadrons a series of sports and recreational pastimes with proper committees, rules and prizes.

In one squadron, around the turn of the century, a baseball league was formed between battleships. Out of it came an exciting and rugged schedule, with a series of 21 games played in a little over a month's time.

Competitive sports like these, Navy commanders felt, made physical conditioning more pleasant than compulsory drills which were usually engaged in half-heartedly and considered by the men to be more work than play.

To further these early beginnings of organized sports, a special appropriation of $5000 for "athletic exercises and sports," was included by Congress in the Navy funds for the fiscal year 1904. With the appropriation, the groundwork had been laid for a full-fledged Navy sports program.

At the same time, the Navy started

to establish permanent athletic facilities ashore. The first athletic field now known to be completed was at the Norfolk Navy yard. It was part of a Bureau of Navigation (now BuPers) plan started in 1903. Norfolk's athletic plant consisted of a football field, baseball diamond, grandstand, cinder track, swimming pool and recreational hall.

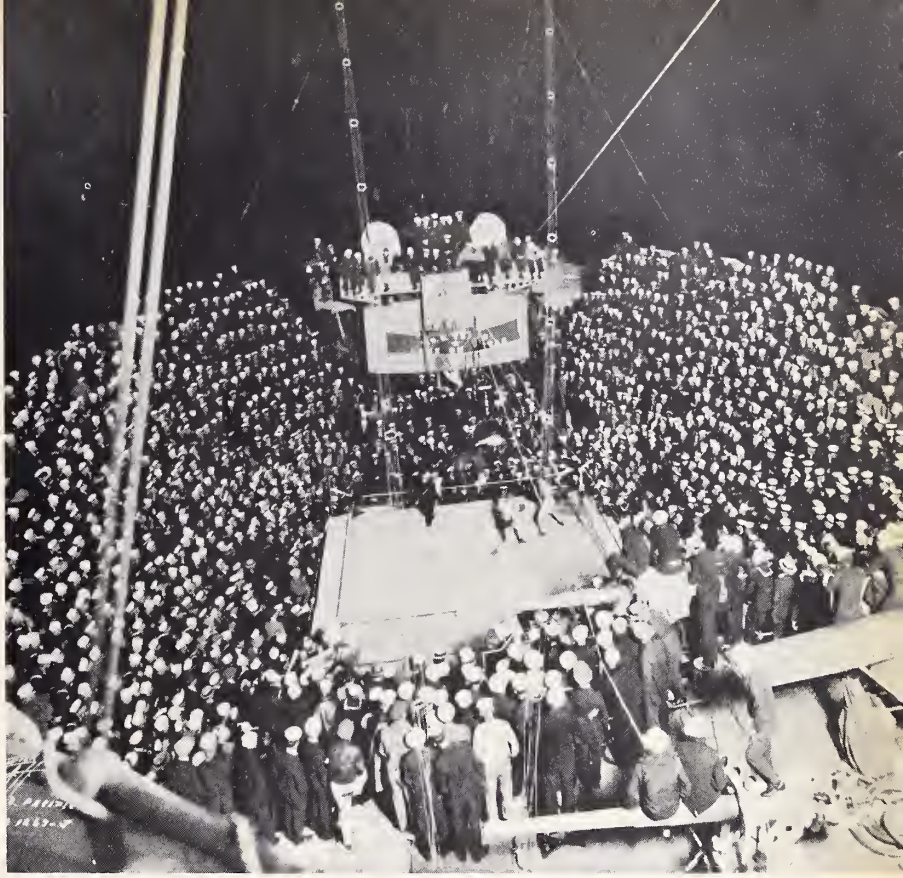
MANY TROPHIES, symbols of supremacy with oar or sail, have come and gone. A few of the better-remembered old awards are the *Neese Trophy*, a challenge cup for Atlantic Fleet whaleboats under sail; the *Barnett Cup*, donated by Major General Barnett, one time Commandant of the Marine Corps, for winning cutter crews; the *Thanksgiving Challenge Cup*, for whaleboat sailing among Asiatic Squadron crews; and the *President's Trophy*, at one time presented annually by direction of the President to the winner of the Winter Pulling Regatta of the Atlantic Fleet.

to 1963

There was also the *Chapin Racing Cup*, given in memory of CAPT F. L. Chapin, USN, and the *Coffin Cup*, donated by Daniel M. Coffin for prize racing cutters. Still another was the *San Pedro Cup*, donated by the citizens of San Pedro, Calif., when the U. S. Fleet, in its voyage around the world stopped in San Pedro harbor in April 1908.

A cup which made its debut in 1906 and became the oldest trophy in continuous competition in American naval sports history was the *Battenburg Cup*. In May 1906, Rear Admiral Prince Louis Battenburg, R.N, commander of England's second Cruiser Division, donated the massive trophy to the U. S. Navy. Although the name appears nowhere on the trophy, it almost immediately became known as the *Battenburg Cup*.

Sometimes also referred to as the *"British Challenge Cup,"* this trophy posed a perpetual challenge for racing cutters of the Atlantic Fleet. Under the agreement, whenever a ship holding the cup would fall in with a British man-o'-war, she had to give the Englishman a chance to compete for the prize.



A RINGER — Navymen slug it out on board USS *California* back in 1923.

If the British ship won, her name would be engraved on the cup—but the cup was to leave the U. S. Fleet only once. As it turned out, only two British ships ever challenged a U. S. Navy ship to a Battenburg race and only one won. She was HMS *Argyll*.

THE FIRST U. S. ship to win the cup was *Illinois* (BB 7), in September 1906. She held it until May 1907 when *Argyll* won her victory. *Louisiana* (BB 19) took over in September of that year and the cup was thereafter held by U. S. Navy ships.

NAVYMEN test their fitness in manner reminiscent of sailing days.





ON DECK — Baseball team, USS *New Hampshire*, for 1918 poses for photo.

Finally, after *West Virginia* (BB 48) won the trophy in August 1940, the *Battenburg Cup* was taken out of competition. When that ship was placed out of commission in January 1947, the cup was taken into custody by the Special Services Division of BuPers.

While the *Battenburg Cup* was strictly a one-sport award, two equally famous but younger trophies are the Navy Department's pair of *Iron Man Trophies* awarded for general excellence in athletic competition.

The first Iron Man originated in 1919. It was originally known and inscribed as the "Navy Department General Excellency Trophy for Capital Ships of the Pacific Fleet." Because of the trophy's design, it was soon nicknamed the "Iron Man Trophy." When the second trophy came along nine years later, the well-known nickname was included in its inscription. Oddly enough, no comparable Iron Man has ever been inaugurated for ships of the Atlantic Fleet.

The three-foot Iron Man is a bronze athlete standing on the World and holding aloft a laurel crown, the ancient symbol of athletic victory.

THE FIRST Iron Man was awarded by COMSERVPAC on a system of points figured on the basis of participation and standings of athletic teams of ships of the Fleet.

POINTED ISSUE — Fencing in the Navy is a sport that dates way back.



The first to win it was USS *Mississippi* (BB 41) in 1919. She held the trophy until 1924 when *California* (BB 44) took it over for three years. Succeeding ships to win the trophy were (in this order): *Tennessee* (BB 43), *Mississippi, West Virginia, Maryland* (BB 46), *Tennessee, West Virginia, Tennessee, Nevada* (BB 36) and *Tennessee.*

The Iron Man was withdrawn from competition during World War II. After the war, competition-minded Pacific Fleet sailors began to ask what had happened to the Iron Man. It was a tough question to answer.

Meanwhile, a government storehouse near the Nation's Capital had become the resting place for a sundry cargo of "homeless" pre-Pearl Harbor cups, plaques and other athletic awards. In early 1948, the thought occurred to someone that possibly the missing Iron Man might be among this collection. After a long and somewhat dusty search, not only this Iron Man was discovered, but the second one also.

Iron Man trophy Number One was dusted and polished and restored to Pacific Fleet competition. This time, though, the regulations governing competition for it were modified to include not only battleships, but any vessel of the Pacific Fleet

As if in answer to the 21-year "capital ship" monopoly of the Iron Man, the trophy was won the first year of the new competition not by a "big ship," but by the destroyer tender USS *Dixie* (AD 14).

This was in 1949. In 1950, the first submarine ever to win it took possession when USS *Sea Fox* (SS 402) came through on top. On the books, *Sea Fox* remains defending champion, for the trophy was again withdrawn from competition when the Korean conflict broke out. For the time being, the Number One Iron Man is at COMSERVPAC headquarters at Pearl.

The Number Two Iron Man had been placed in competition in 1928 among cruisers, destroyers and aircraft squadrons of the Pacific Fleet. This trophy is now in the possession of the BuPers Special Services Division.

THEN THERE WAS the *Dryden Trophy* for shooting. It was presented about 1903 by U. S. Senator John F.

Dryden of New Jersey for annual competition under the auspices of the New Jersey Rifle Association and was open to teams from the Army, Navy, Marine Corps and National Guard units of the states, territories and District of Columbia.

The most elaborate of all Navy trophies, old or new, is probably the *Amoy Cup*. Made of solid gold, it is valued at more than $5000. This vase-type cup of Chinese workmanship was presented by the Imperial Chinese Government at Amoy, China, on 3 Nov 1908 in commemoration of the visit of the U. S. Second Squadron of battleships during the cruise around the world.

It became a football trophy (and at times a baseball award) hotly contested for by Navy teams. Today, it is among trophies encased at the Naval Academy.

The *President's Cup*, donated in October 1924 by President Calvin Coolidge, was awarded annually to the winner of a football game in Washington's Griffith Stadium between teams representing the Army and Navy. This was distinct from the yearly West Point-Annapolis gridiron series.

Football stars from various naval and military establishments were selected to form the two service teams. Army won the cup the first year of competition with a 12-6 victory. The Marine Corps was permitted to enter competition after this, and for the next three years the Leathernecks from Quantico won the trophy—20-0 in 1925, 26-7 in 1926, and 14-0 in 1927. Records of further *President's Cup* football games are out of circulation and the final disposition of the trophy is also unknown.

ANOTHER TROPHY that deserves mention is the *Leech Cup*, presented by A. Y. Leech, Jr., through the U. S. Lawn Tennis Association for annual competition between teams composed of officers and men of the Army and Navy. In 1948, the *Leech Cup* gained a third competitor—the Air Force.

Leech Cup statistics show a total of 10 victories for Navy, four for the Army, and one for the Air Force. The *Leech Cup* competition was suspended in 1950.

Many of these Navy trophies met a patriotic fate early in World War II when they went into melting pots throughout the country. For more on trophies, see pages 32-3.



JUMPING JACK — Navymen of olden times hold track event at Great Lakes.

COMPETITION FOR all these trophies was spirited. The honor a ship gained when it won a baseball, football or rowing championship was second only to the prestige that came if it won top honors in target practice and engineering competition.

In 1900, *Navy Regulations* made the following mention of athletics. In the section dealing with duties of commanding officers is the statement that COs "shall encourage the men to engage in athletics, fencing, boxing, boating, and other similar sports and exercises. Gymnastic outfits will be furnished by the Department to vessels requesting them."

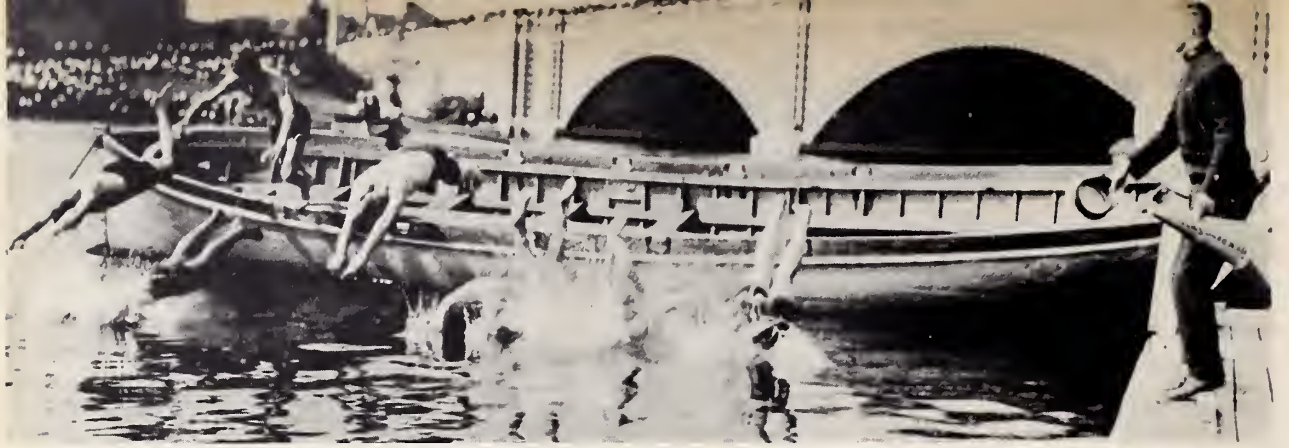
Later, quarterly allowances were authorized for ships to use in purchasing athletic gear. In the 1920s, as sports and sports trophies came into their own in increasing numbers, the Navy Department announced that profits from the canteens (ships' stores) could be spent for the amusement, comfort and contentment of the "enlisted forces" and for the purchase of athletic equipment.

As for shipboard organization of sports, each captain was directed to appoint an athletic officer to be in general charge of all ship athletics. The captain also could appoint an officer-in-charge of each of the following sports: boat racing, football, baseball, track, swimming, basketball, boxing, fencing and gymnastics. Such officers would be assistants to the athletic officer and act as coaches for their respective teams.

IN THE EARLY DAYS, back in the 1800s and early 1900s, championships, especially in boxing, changed

IMPROMPTU HOCKEY games helped to keep these officers physically fit.





SPLASH — Sailors of the past hit the water in swimming meet held at USN Radio School, Cambridge, Mass.

hands at the drop of an anchor. "Champeens" sprang up overnight. They became champs by virtue of having bested all comers in their own squadron, division or ship.

Ships' boxers gave exhibitions ashore whenever possible. It was considered (as today) that such bouts did much to publicize the Navy among young men. Shore activities also conducted boxing championships.

The Atlantic and Pacific Fleets enthusiastically conducted competitions, but All-Navy tournaments as we know them today were unheard of. Air transportation, of course, was still a thing of the future and our two fleets were separated not only by the North American continent but by some 14,000 miles of ocean via Cape Horn (the Panama Canal was not put into regular operation until 1914).

In 1908, during the cruise of the Great White Fleet, one of the largest athletic events in Navy history was staged at Los Angeles. It was a field day which included almost every sport popular at the time.

The nearest thing to our present All-Navy championship in any of the early Navy sports events occurred during fleet concentrations. When the ships got together for maneuvers, the athletes got together to prove their mettle.

In 1916, football championships of Atlantic naval activities (both ship and shore) were beginning to be held. Although varsity sports were the big thing, there was also competition for novices. This was the beginning of today's intramural sports program.

Also in 1916, a spirited Far Eastern baseball championship was conducted among Pacific Fleet units. The Torpedo Flotilla team from Manila traveled to Shanghai where they battled the team from the cruiser *Brooklyn* (AC 3). More than 30,000 fans watched the games, which saw the *Brooklyn* nine emerge the champions in the best-of-five series.

ALTHOUGH THE U. S. was not to become actively involved in World War I until April 1917, ships and personnel had begun much earlier to concentrate on military preparedness. Emphasis on competitive athletics lessened proportionately. However, the entry of the U. S. into that conflict saw the influx of collegiate athletic talent into the Navy along with the active affiliation of many great names in the sporting world.

Despite the pressing attention to World War I matters, some of Uncle Sam's ships found time to engage in sports in foreign ports, much to the enjoyment (and often the amazement) of our allies.

The Navy is credited, for example, with showing the Egyptians their first football game. When the cruiser *Des Moines* (C 15) put into Alexandria, two elevens from that ship went ashore to put on an intra-ship contest. But *Des Moines* sailors didn't restrict themselves to one sport. Some months later, the ship's athletes startled Egyptian sportsmen by winning that country's field hockey championship.

OLD TIMERS box on *USS Minneapolis*.



Navy teams were also instrumental in introducing and popularizing baseball in China, Japan, Hawaii and the Philippine Islands.

AFTER THE ARMISTICE in 1918, the Navy took a deep breath and settled down to take stock. The prewar physical conditioning had paid off in many ways.

It took a couple of years to get the ball rolling again, but 1920 came up a sparkler in Navy sports. It was an Olympic Games year. Many Navy eyes were turned toward the highly competitive berths on the U. S. squad.

The greatest Navy sports news of the year spread around the world under headlines announcing that for the first time in Olympic history an American crew had captured the eight-oared shell rowing event of the Olympiad. The winning crew was that of the Naval Academy—and it was the first time a Navy crew had been entered in the competition.

Not only did the Academy oarsmen sweep to their win by a good quarter-length, but they covered the course in a new Olympic record time of six minutes, two and three-fifths seconds. Another winning Navy crew was to show this prowess 32 years later as it won the rowing championship in the 1952 Olympics.

BY 1921, the Navy Department had come to realize more and more that livewire athletic ships not only stood high in morale and ship spirit, but the same ships that habitually

won top sports honors usually carried off the prizes in gunnery, engineering and navigation, too.

For example, in 1919, when *Mississippi* was in her heyday as a battleship, she became the first vessel to win the *Iron Man Trophy*. *Mississippi* defended the trophy successfully through 1923 and again held it during the 1929-1930 season. During all these years, *Mississippi* also won the fleet target and battle practice awards.

Probably the most significant sports event of 1921, as far as the Navy is concerned, was one which is now generally accepted as the most direct ancestor of All-Navy competition as it is known today.

It was this year that the top leather pushers of the Atlantic and Pacific fleets squared off in Balboa Stadium in the Panama Canal Zone to determine that year's "All-Navy" boxing champions. Although this event was unofficial as far as the Navy Department was concerned, it marked the beginning of an annual ring show that was staged every year (except for 1922 and 1928) until 1941. After the lapse during World War II, the staging of the annual fistic show was begun again in 1946.

From 1924 to 1941, Navy sports continued much along the same lines. Unofficial "All-Navy" contests became more numerous and Fleet units continued to acclaim their respective Navy-wide champs.

Not only was there an increasing emphasis on the encouragement of sports within the naval establishment, but more concern was being paid to the standards of performance.

DURING WORLD WAR II, the progress of Navy sports from a competitive viewpoint was halted. The stress at training stations and in ships at sea, whenever practicable, shifted to physical conditioning. Athletic contests, because of their physical training and morale factors, were continued in so far as possible.

As in the first World War, there arose an urgent need for athletic specialists to carry out the Navy's physical training and welfare and recreation program. In April 1941, the Navy Department announced the appointment of CDR James J. Tunney, USNR, as Director of the Navy Physical Fitness Program. CDR Tunney is best known as "Gene" Tunney, the gentleman who won the world's heavyweight title from Jack Dempsey in 1926. Following Tunney, incidentally, as world champ was another ex-sailor, Jack Sharkey.



MAKING SPORTS HISTORY — LTJG Bob Beck wins medal in '60 Olympics and (below) softball pitcher Joe Lynch made All-Navy in past two years.

Tunney started his fighting career in the service as a Marine back in 1917. He was the unofficial light-heavyweight champion of the Navy before entering professional ranks.

Sharkey won the world's heavyweight title from Max Schmeling in 1932. Jack Sharkey also began his fistic career in the Navy, fighting for the battleship *North Dakota* (BB 29) and cruiser *Denver* (C 14) in fleet boxing championships.

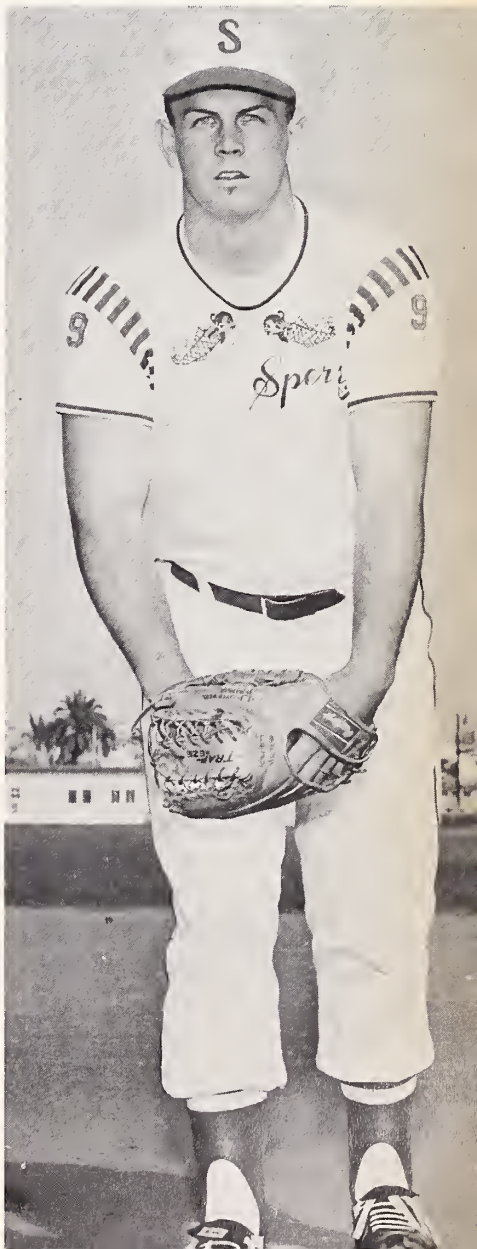
Tunney and Sharkey were world champs, and down through the years, both before and since, the Navy has had its quota of top athletes. Lesser known perhaps, they have still demonstrated their prowess and sportsmanship at home and abroad.

A new crop is coming up in the widening field of Navy sports, and there are more opportunities for potential champions at various levels of competition.

At the present time seven sports —basketball, volleyball, boxing, bowling, tennis, golf and softball—are included in All-Navy competition. Each is played according to recognized amateur rules. In addition to these, opportunities are present in numerous other programs.

Navy sports have come a long way from the days when sailors received their sports competition by clambering up and down the rigging of a ship. To get a picture of the world of Navy sports and physical fitness today, turn to the following pages:

—Jim Lewis, JO2, USN





Here Come the Champs

THE REST OF the Navy may some day blast the All-Navy Basketball Championship trophy loose from Hawaii—but the suspicion grows that they may have to use dynamite to do it.

ServPac's iron grip (1960, '61, '62) on the symbol of Navywide cage supremacy was finally loosened this time around, but it remains safely ensconced in the 50th state for a fourth consecutive year. Close neighbor and long-time bitter rival Submarine Force Pacific (SubPac), which supplanted ServPac as Western Pacific Region champ this season, made sure of that by breezing unbeaten and unbothered through the 1963 play-offs at NAS Moffett Field, Calif.

Head Coach Kiyoshi Matsuo's talent-laden Raiders, who earlier had spread-eagled the tough Hawaii Invitational League with a sparkling 28-2 record and swept to impressive District and Regional title wins, barely worked up a sweat in their three All-Navy outings.

The five teams which battled through rough district and regional opposition to reach the All-Navy plateau were: SubPac (Western Pacific Region); Amphibious Force Pacific Fleet (Pacific Coast Region); Potomac River Naval Command (North Atlantic Region); Submarine Force Atlantic (Atlantic Fleet Region), and NAS Pensacola, Fla. (South Atlantic Region).

Complete tourney results:

First day:
SubPac—79; SubLant—69
PhibPac—88; PRNC—51

Second day:
SubLant—91; PRNC—44
PhibPac—85; Pensacola—84

Third day:
SubPac—98; PhibPac—75
SubLant—80; Pensacola—75

Fourth day:
SubLant—77; PhibPac—67

Fifth day:
SubPac—83; SubLant—54

A trio of court-wise ex-West Coast college standouts—former UCLA Bruins Brian Kniff and Pete Blackman and ex-U of San Francisco's Bob Gaillard—spearheaded the Pacific Submariner's all-winning sweep.

IT GOT UNDERWAY in the tourney's opening game, as the slick, 6′-2″ Gaillard, SubPac's scoring leader all season long, pumped in 31 counters, while team captain Kniff, a 6′-4″ rebounding workhorse, and the 6′-5″ Blackman (augmented from ServPac after the WesPac Region tournament) took control of the boards and contributed 12 and 18 points, respectively, to the Raider total. Young Larry Moore, a bulky 6′-4″ augmentee from PhibLant and the transport USS *Liddle* (APD 60), paced SubLant's losing effort with 21 tallies.

PhibPac's tall Invaders, All-Navy runners-up the past two campaigns, got their big push for 1963 top billing underway with a bang in the nightcap by bombing out-manned PRNC behind a balanced attack which saw speedy backliner Jim McKnight's 14 points pace five starters in double figures. Gary Hattabaugh and Pete Sweet managed 10 markers apiece for the North-Lanters.

Second night action produced the tournament's closest and most exciting set-to, as PhibPac, down by three points with about a minute remaining, took advantage of a couple of glaring Pensacola miscues to pull out a hair-raising 85-84 triumph.

Big Virgil Smith, a 6′-7″ addition to the PhibPac roster from NTC San Diego, jammed in a short jump shot with seven seconds left to win it. Six-five Fred Mims and 6′-2″ guard

Gerry Feld netted 26 counters each for the PacCoast champs, while 6'-4" Bob Kessler's 24-point output was tops for the Goshawks.

Moore's 29-point spree paced SubLant's second game runaway over PRNC, as the NorthLant reps became the first team eliminated from further play.

SubLant continued its long climb back through the loser's bracket in third night play, edging Pensacola in a real squeaker. The Sea Raiders nursed a shaky one-point margin through most of the second half, then used two quick buckets in the final 20 seconds to ice it. Hot-handed Moore and 6'-5" Al Clark, a fine rebounder for SubLant all through the tournament, contributed 18 and 16-point totals for the winners, while Bill Kazee's 20 was best for Pensacola.

SubPac's smoothly meshed attack produced an unlooked-for romp in the nightcap, bringing PhibPac's dreams of glory to a screeching halt. Blackman's torrid 35-point performance (a tourney high) topped the Far Pacific champs' scoring parade, while Kniff and Gaillard added 15 and 14, respectively. Six-six Bob Toson's 31-point bombardment constituted pretty much of a one-man effort for the Invaders.

With injured scoring star Bruce Hewitt seeing his first tournament action, SubLant copped the fourth night struggle for survival, pulling away from a 40-38 half-time deficit to eliminate PhibPac and set themselves up for a return crack at SubPac.

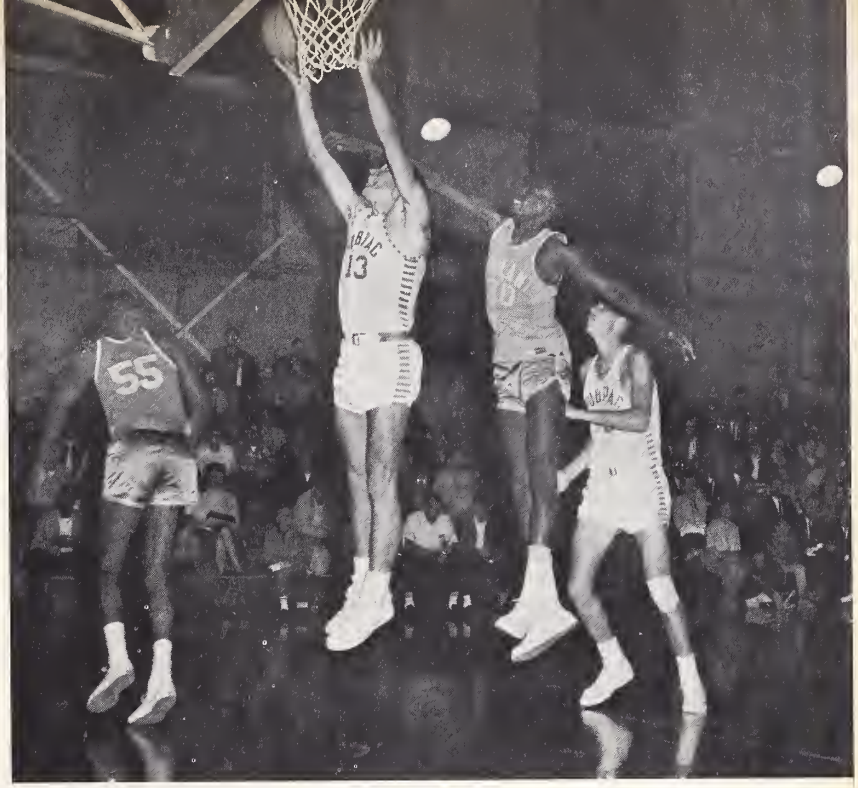
Hewitt, a 6'-2" former small college All-American pick from Morris Harvey (West Virginia) College, had severely damaged a foot in a pre-tournament workout. He entered the fray in the second half and tossed in 13 vital tallies as the Sea Raiders broke open a ding-dong battle in the final minutes.

Moore and former Princeton ace Don Swan supplemented Hewitt's heroics with 14 counters each, while Mims bucketed 17 for the losers.

It was strictly no contest in the championship clash, as the rested, robust SubPackers almost blew tired SubLant clear out of the gym with a flashing fast-break attack.

SubPac's terrific triumvirate showed the way once again, as Gaillard tallied 24, and Blackman and Kniff netted 16 apiece. Hewitt's 19 was best for SubLant.

Gaillard and Blackman tied with 69 points each in three games to emerge as co-holders of the meet's best per-game scoring average. SubLant's Moore, with 82, racked up the top total point mark.



ALL-NAVY STYLE — SubPac's Brian Kniff makes a layup as the Raiders move to defeat the SubLant five and win All-Navy honors for '63.

Next on the agenda for the new All-Navy champs were the Armed Forces Pan-American Games Trials play-offs at Denver, Colorado's Lowry Air Force Base. Kniff, Gaillard, Blackman and SubPac teammates Gene Lake, Jim Weidekehr, Tom Matan, Billy Meadows and Chuck Johnson were bolstered by PhibPac's Feld and Toson, SubLant's fine guard Tom McClosky, and Pensacola's 6'-5" jumping-jack, J. A. Martin, for their jousts against the All-Army, All-Marine Corps and All-Air Force clubs. And while the Army's big, All-American-studded team dominated the meet, the Navy crew played excellent basketball in downing the Air Force and Marine Corps to finish second.

After getting bombed the first night, 88-68, by Army, while the Marines were edging Air Force, the Submariners bounced back to overwhelm the Marines, 90-77, while Army shot down Air Force in second-round play, and to flog Air Force, 81-68, on the final night, after Army buried Marine Corps. Kniff, Gaillard and Blackman were tapped by the selection committee to augment the Army club for the National Pan-Am Trials at Kansas City, Mo., but none of the three could make the trip.

ON THE WAY — SubPac showed its winning ways by defeating rival ServPac for Hawaiian area title.



All-Navy Boxing

With seven of last year's 10 All Navy champs back for another go-'round, and every one of the tournament's 37 entrants thirsting for a crack at subsequent Inter-



NAVY BOXERS on ship and station swung out in hopes of a berth in the All-Navy matches. Here, Sixth Naval District sluggers go at it.

service and Pan-American Games Trials competition, the 1963 Navy-wide clout carnival at NavSta Newport, R. I., held out the promise of some all-out ring warfare—and it didn't disappoint.

Near-capacity crowds at the three-night clambake staged at the Naval Station's Gym 302 saw the veteran North Atlantic and Pacific Coast Region squads almost completely dominate the proceedings.

NorthLant, with six defending champions included in its talented cast, copped five individual titles, while PacCoast, sparked by perennial standout Jim Rossette, finished right behind with four.

Western Pacific Region put six of its battlers into the finals, but saw only one of them pick up all the marbles, and the South Atlantic Region crew drew a blank.

The Atlantic Fleet Region did not enter a team in this year's festivities.

Here are the tournament results:

112-pound class

Telford Toffelmire, ADAN, NAAS Ream Field, Calif. (PacCoast), decisioned Steve Rhodes, SA, NAS Oceana, Va. (SouthLant). Bill Burr, SA, NavComSta Pearl Harbor (WesPac), drew bye. Burr decisioned Toffelmire.

119-pound class

Louis Ramirez, FN, USS *Prairie* (AD 15), (WesPac), by default over Clay Vaughan; AN, NAS Cecil Field, Fla. (SouthLant). Vaughan failed to make weight. Roy DeFillippis, AA, NAS Moffett Field Calif. (PacCoast) drew bye. DeFillippis TKO (1) over Ramirez.

125-pound class

Bill O'Bannon, SN, NNMC Bethesda, Md. (NorthLant), TKO (3) over Dan Clark, ATAN, NAS Corpus Christi, Tex. (SouthLant). Dick Williams, AN, USS *Bon Homme Richard* (CVA 31), (WesPac), decisioned Lester Kosechata, AO2, NAS Moffett Field, Calif. (PacCoast). O'Bannon KO (2) over Williams.

132-pound class

Robert Valdez, SA, USS *Prairie* (AD 15) (WesPac), decisioned Art Brown, RM2, NAS Oceana (SouthLant). Fernando Trujillo, DA, MCRD San Diego, Calif. (PacCoast), by default over John Dixon, CS3, NAS Patuxent River, Md. (NorthLant). Dixon failed to make weight. Trujillo decisioned Valdez.

139-pound class

Alvin Bradley, SA, NavComSta Pearl Harbor (WesPac), KO (2) over Micky Jones, HN, NNMC Bethesda (NorthLant). Cecil Billie, AN, NAAS Ream Field (PacCoast), decisioned Jim Johnson, AMSAN, VF-31, NAS Cecil Field (SouthLant). Billie decisioned Bradley.

147-pound class

Ralph Pelliccia, HN, NNMC Bethesda (NorthLant), decisioned Jim McClain, AN, VAP-62, NAS Jacksonville, Pa. (SouthLant). Chappy Funnyee, BT3, USS *Kitty Hawk* (CVA 63) (WesPac), drew bye. Pelliccia decisioned Funnyee.

156-pound class

Lee Bond, DN, NNMC Bethesda (NorthLant), decisioned David Martin, FN, USS *Moore* (DE 240) (PacCoast). Doug Amicone, AN, VF-102, NAS Oceana (SouthLant), TKO (2) over Ken Willard, SWF2, Pearl Harbor (WesPac). Bond decisioned Amicone.

165-pound class

Jim Rossette, SN, USS *Constellation* (CVA 64) (PacCoast), decisioned James Ferguson, AO3, *Kitty Hawk* (WesPac). John Douthitt, SN, NAS Lakehurst, N. J. (NorthLant), KO (1) over Jim Miller, AN, NATTU NAS Jacksonville (SouthLant). Rossette KO (1) over Douthitt.

178-pound class

Richard Nelson, RM3, USS *Lake Champlain* (CVS 39) (NorthLant), TKO (1) over Dick Bonner, SA, USS *Amphion* (AR 13), (SouthLant). Terry Eidson, AA, NAF Monterey, Calif. (PacCoast), drew bye. Nelson decisioned Eidson.

Heavyweight class

Richard Pettigrew, YN3, NNMC Bethesda (NorthLant), TKO (1) over Ron Eldridge, SN, NAS Alameda, Calif. (PacCoast).

THREE NORTHLANT boxers—featherweight O'Bannon, welterweight Pelliccia and heavyweight Pettigrew—retained the championships they won a year ago at Norfolk, Va. They were joined in the throne room by light-middleweight Bond, a vastly improved gamester who lost out in a quarter-finals hassle in the 1962 meet, and light-heavyweight Nelson, the cool carrierman who captured 165-pound laurels last year, but moved up a weight class this time.

Two other title-defending North-Lanters—lightweight Dixon and light-welterweight Jones—failed in their bids to repeat. Dixon, the stocky pride of Pax River, lost his bout to the scales when he came up a couple of pounds heavy at the official weigh-in. Jones, meanwhile, was gliding along comfortably ahead on points when he ran into a right-hand bomb thrown by Pearl Harbor's Bradley late in round two and heard the birdie's sweet, sad song.

The veteran Rossette, a long-time East Coast favorite who had won four consecutive crowns at three different weights (he captured 156-pound honors a year ago as a Lant-Flt representative) moved back up to the 165-pound class this year to spearhead the PacCoast assault.

After pounding out a clear-cut unanimous decision in his first outing, the sweet-swinging southpaw disposed of Douthitt with just one shot—a thunderous left which drove the hapless NorthLanter clear across the ring and into oblivion at 38 seconds of the first round.

CLOSEST TUSSLE of the total 21 bouts presented during the tourney came in the 132-pound championship clash, wherein PacCoast's Trujillo squeezed out a split decision over WesPac's Valdez.

Trujillo lost the first round on all three cards, 20 to 19; won the second, 20-19 on two of the cards, and lost it 19-20 on the other one, and won round three, 20-19 on all three cards. Thus he edged Valdez by just one point—176 to 175—in a corking

scrap that was as close as it sounds.

With Trujillo and Bradley unable to continue on to further competition, NorthLant's Dixon replaced Trujillo in the lightweight slot, while SouthLant's McClain, 1961 All Navy welterweight champ who has dropped close verdicts to Pelliccia the past two years, took off some poundage and assumed Bradley's light-welterweight position. They were joined by the eight other champions for the World-wide Interservice bouts at Fort Meyer, Va.

At Fort Meyer, Burr, DeFillippis, O'Bannon, Dixon, McClain and Bond dropped close decisions to first-round foes (Dixon and McClain to the eventual champions of their classes), while Pelliccia and Pettigrew ground out decisions over their opponents, and were joined in the finals by Rossette, who drew a bye. Nelson was barred from competing because of a pre-fight training injury.

In the finals, Pelliccia, far behind on points after the first two rounds, rallied strongly and copped round three by a wide margin from the Marine Corp's Maurice Frilot, but his game comeback couldn't quite close the gap against the classy Leatherneck. Meanwhile Pettigrew, far off form, couldn't seem to get untracked, and lost a close one to the Army's tall Lee Carr.

Rossette became the Navy's only Interservice titlist by banging out a from-here-to-breakfast decision over All-Air Force champ Ralph McCoy.

All-Navy Volleyball

NARTU ALAMEDA, which had dominated the Navy volleyball scene since the sport was added to the All-Navy calendar three years ago, finally met its match this time around.

NAS Pensacola, representing the South Atlantic Region, and sparked by the brilliant all-around performance of Marine 2NDLT Bob Wiseman, downed the host Golden Gaters four times out of four in head-to-head battling, and dropped only one game out of 16 in the three-day double round-robin tourney to put an abrupt end to the Alamedans' two-year reign.

It was sweet revenge for the Goshawks, who battled the slick PacCoast region champs right down to the wire in a rousing finale a year ago. With both clubs composed almost solidly of the same players who locked horns in last year's meet, it



NET — All-Navy V-ball (above and below) saw area champs vie for crown.

was generally acknowledged that burly Leatherneck Wiseman's heroics tipped the scales in the SouthLanter's favor.

Contesting for All-Navy V-ball honors, in addition to NARTU and the Goshawks, were underwater Demolition Team 21, Little Creek, Va. (Atlantic Fleet Region); NAS Quonset Point, R. I. (North Atlantic Region), and Destroyer Squadron 25, Pearl Harbor (Western Pacific Region).

Tournament Results

First Day

South Atlantic	defeated	North Atlantic
15-7 & 15-5		
Pacific Coast	defeated	Western Pacific
15-5 & 15-5		
South Atlantic	defeated	Pacific Coast
15-12 & 15-11		
North Atlantic	defeated	Mid-Atlantic
15-2 & 15-1		
Pacific Coast	defeated	Mid-Atlantic
15-1 & 15-1		
South Atlantic	defeated	Western Pacific
15-11 & 15-8		

Second Day

Western Pacific	defeated	Mid-Atlantic
15-10 & 16-14		
Pacific Coast	defeated	North Atlantic
15-6 & 15-4		
North Atlantic	Split with	Western Pacific
15-5 & 15-10		
South Atlantic	defeated	Mid-Atlantic
15-4 & 15-6		
South Atlantic	defeated	North Atlantic
15-12 & 15-11		
Pacific Coast	defeated	Western Pacific
15-4 & 15-6		
South Atlantic	defeated	Pacific Coast
15-12 & 15-10		
North Atlantic	defeated	Mid-Atlantic
15-9 & 15-7		

Third Day

Pacific Coast	defeated	Mid-Atlantic
15-5 & 15-4		
South Atlantic	Split with	Western Pacific
15-5 & 15-6		
Western Pacific	defeated	Mid-Atlantic
15-5 & 15-13		
Pacific Coast	Split with	North Atlantic
15-5 & 15-6		
Western Pacific	defeated	North Atlantic
15-10 & 15-11		
South Atlantic	defeated	Mid-Atlantic
15-5 & 15-4		

Named to the All-Navy Squad for subsequent inter-service tournament play (also staged at NAS Alameda) were SouthLant's Wiseman, J. E. Stallings, R. Sobol, I. W. Loper, and J. L. Beynon; PacCoast's R. C. Arndt, J. J. Hauk, M. Magi, W. R. Mason and P. J. McGrane; NorthLant's W. O. Butner and R. J. Cooper; W. H. Fleak from WestPac, and LantFlt's R. K. Smith.

Inter-service volleyball enthusiasts saw some great battles as a small, but inspired, defending inter-service champion, Air Force contingent—down and almost out—battled back through the losers' bracket to edge Navy in the finals.

First Day

Navy	defeated	Marine Corps
15-7, 15-12, 15-10		
Air Force	defeated	Army
15-2, 15-10, 15-9		
Army	defeated	Marine Corps
8-15, 15-9, 15-10, 15-0		
Navy	defeated	Air Force
14-16, 15-7, 11-8, 3-15, 12-10		

Second Day

Air Force	defeated	Army
15-8, 15-12, 15-10		
Air Force	defeated	Navy
15-11, 16-18, 10-15, 15-7, 15-12		
Air Force	defeated	Navy
15-8, 15-6, 14-16, 2-15, 15-10		

—Jerry McConnell, JOC, USN.



NAVY SPORTS OPPORTUNITIES —

Intramural & International

THE NAVY SPORTS program is geared to provide competition on a number of different levels.

Through intramural sports programs offered at base and ship level throughout the Navy, any Navyman who wishes to compete has the opportunity to do so. Most intramural programs culminate in the award of a Captain's or Commandant's Cup to the activity amassing the most points during the calendar or fiscal year.

At many activities, where no "varsity-type" teams are sponsored, intramural All-Star clubs are chosen to represent the base or command in district tournaments, which can lead to subsequent regional and All-Navy play. In the dozens of sports which are not included on the All-Navy sports calendar, most naval districts conduct district championship meets, for which intramural teams and individual competitors are eligible.

The All-Navy sports calendar currently embraces seven sports: boxing, volleyball, basketball, bowling, tennis, softball and golf. In five of these (bowling and softball are excluded) subsequent interservice sports competition is also staged.

There is also international competition, that is, the Pan-American and Olympic Games, and CISM (the military Olympics). Your route to these is in the hands of the Interservice Sports Council (see page 17).

Be you bicycle rider or discus thrower, seaman or officer, you don't wind up representing Uncle Sam in international competition until you've earned a place on the squad. You do this by previous national and interservice competition against all others who are eligible to compete against you. All this intra-country jockeying for places on the U. S. Team is conducted under the auspices of national governing bodies which administer the various sports.



THERE ARE DIFFERENT methods by which you, a Navyman, can wind up as a member of the U. S. contingent in international competition. Take, for example, this year's Pan-American games in Sao Paulo, Brazil, which were scheduled to be conducted from 24 April through 8 May, inclusive (see page 19).

If you were a member of a boxing, volleyball or basketball squad this past winter, you had the opportunity to compete in district, regional and All-Navy tournaments. Assuming you survived these, you progressed to inter-service play, from whence a service All-Star team emerged. Next come elimination battles against NCAA and National AAU outfits, which finally produced the boxing, volleyball and basketball teams the U. S. sent to Brazil.

Suppose, however, that you're an ENS Charley Bittick or a LTJG Al

Morales. If you're ENS Bittick, you're a three-time NCAA swimming champ. And, if you're Al Morales, you're one of the world's best fencers (National Saber Champion while at the Naval Academy, and a quarter-finalist at the 1960 Olympics). Since there are no All-Navy or inter-service meets for you to enter, you must take a different tack.

PUBLIC LAW 11, enacted by the 84th Congress, authorized the Secretary of each service to provide an opportunity for armed forces personnel, to train for competition in authorized international sports events.

This means that, as a Navyman, if you can prove through citation of past performance that you're an athlete of international caliber, you can apply to the Navy for the special training and coaching you need if you are to have a chance to make the U. S. squad.

Your application should be made in accordance with BuPers Inst. 1710.2A and should be addressed to the Chief of Naval Personnel (Pers G11), Department of the Navy, Washington 25, D. C.

The IX Olympic winter games at Innsbruck, Austria (29 Jan to 9 Feb 1964) are still nearly eight months away. And the XVIII Olympiad (10-25 Oct 1964) at Tokyo, Japan, is some 15 months distant. CISM is an annual competition of some 14 or 15 sports, as established by the CISM General Assembly.

If you are already an athlete of Olympic caliber, you've had some experience in training requirements and application procedures. If you are already a potential champ or just a hopeful enthusiast, take a look at the Olympic games schedule accompanying this article. The schedule will reveal that there are some priceless opportunities going begging each four years.

If you feel that you are of international caliber, keep your eyes and ears open for an opportunity to earn a place on one of the teams or squads representing the U. S. If you need specialized training, follow the procedure outlined in BuPers Inst. 1710.2A.

Some sports, in the past, have received little or no U. S. representation because they haven't been well-known or popular in this country. That doesn't have to stop you.



NAVY CONTENDERS — Top flight Navy rowing team, that won a berth to represent the United States in the 1960 Olympics, poses for team photo.

Maybe at your base there's a handful of men with the interest, potential ability or experience and enthusiasm to give one of these lesser known sports a try. Talk to your Special Services officer and see if it's possible to organize a team or a league. Obviously it takes time and training in any sport to make champions. Another essential ingredient is enthusiasm, and remember, every program has to have a beginning.

Who knows, you may be sparking an effort that will catch on and expand. It may be too much to expect to get to Tokyo in 1964—but there are always the 1967 Pan Am games, and the 1968 Olympics.

Olympic Contributions

In many countries, participation in the Olympic Games is so highly regarded that the expense is borne by the Government. In the United States, the U. S. Olympic Committee has always financed the teams' participation by popular subscription.

Virtually all the work for the U. S. Olympic Committee is done on a volunteer basis and practically all the officers and executives serve without compensation. The heads of all committees, coaches, officials, participants, team managers, trainers, and all personnel having anything to do with the Games likewise serve without pay. The extent of the participation of the United States in the coming Games depends entirely upon the success of the U. S. Olympic Committee in raising the funds necessary to finance a complete team.

The appeal for Olympic funds is a cause which the U. S. Navyman can espouse with genuine enthusiasm—because not only are all of the athletes doing their utmost to win for the United States, but a number will be fellow servicemen.

There are dozens of ways your base can raise money to support the U. S. Olympic games effort for 1964. A small admission charge to sporting events; properly marked and prominently displayed containers at base movies, commissaries, exchanges and the like are only a few examples.

The Navy is wholeheartedly behind any legitimate ideas you, your enlisted recreation committee or your Special Services officer can dream up in the coming months to help in this undertaking. All funds collected should be identified as to origin, and addressed to The Chief of Naval Personnel (Attn: Pers G13), marked for the "Olympic Fund." BuPers Inst. 1710.6 contains all pertinent regulations.

Check This List of Current U. S. Standings in Olympic Sports

Here are past rankings and present potential of U.S. sports in the Olympics, as determined by use of the unofficial scoring system generally used by press services. (Ten points are awarded for a first place won by an individual or team entry; five for second place; four for third place; three for fourth place; two for fifth place; and one for sixth place.)

LEGEND: A—Very Good; B—Good; C—Fair; D—Poor; NH—Not Held; X—Did not compete; DNP—Did not place; E—Eliminated in Pre-Games Tournament to screen field to 16 Teams; O—Eliminated by International Federation Committee Screening. * Denotes tie for position.

1964	Sport Classification	1948	1952	1956	1960	Comments
A	Athletics—Men (Track & Field)	1	1	1	1	U.S. competitive edge can be maintained through more international competition, particularly in distance runs, weights, jumps.
C	Athletics—Women	5	7*	3	3	U.S. now lacks broad base of participants. Need expert coaching, more competitive meets.
A	Basketball	1	1	1	1	Have never lost a game.
B	Boxing	7	1	3	2	Service personnel may be nucleus of 1964 team.
D	Canoeing—Men	3	7	DNP	DNP	Few participants, no competitive base of men.
D	Canoeing—Women	X	X	X	DNP	Only isolated areas of competition; few entries.
D	Cycling	DNP	DNP	DNP	DNP	Badly need facilities.
B	Equestrian (M-W)	2*	6	10*	7	Experienced squad on hand.
C	Fencing—Men	4*	8	6*	6	Development is slow but not discouraging; need more international competition, more intensive conditioning and training.
C	Fencing—Women	4	3*	4	DNP	Need more participants.
D	Field Hockey—Men	DNP	X	11*	0	Competitive base is very small; however, Air Force Academy has taken up the sport; more participation may help chances.
B	Gymnastics—Men	7	8	6	5	Veteran squad training; however, need more emphasis on this sport in grade and high schools.
B	Gymnastics—Women	3	15	9	9	Veteran squad training.
C	Judo (On program 1st time)	..	..	..	..	Prospective personnel have little international experience.
B	Modern Pentathlon	2	4	2	3	Always a contender. U. S. program is soundly run.
C	Rowing	3*	1*	1	3	Planning needs revised thinking; national teams may be answer rather than college or club units.
B	Shooting (Rifle, Pistol, Skeet, and Clay Pigeon)	1*	8	9*	2	Program sound in rifle and pistol; skeet and clay pigeon prospects must train in international techniques which differ from U. S. methods.
D	Soccer-Football	DNP	DNP	DNP	E	Need more skilled players, better coaching, also international testing.
A	Swimming-Diving—Men	1	1	2	1	Excellent development program in effect at all levels.
A	Swimming-Diving—Women	1	2	1	1	Excellent program at all levels; but diving needs more attention.
B	Volleyball—Men	—	—	—	—	Encouraging development of talent on Coast. On program first time.
C	Volleyball—Women	—	—	—	—	Field is limited; not high level competition. On program first time.
B	Water Polo	DNP	4	5	7	Encouraging development on West Coast; need more international testing on annual basis; also need wider base of competition.
B	Weightlifting	1	1	1	2	Need replacement for long term veterans.
B	Wrestling—Free Style	4	4	5*	2	Progress is good, but slow.
D	Wrestling—Greco Roman	X	X	12	DNP	This style little used in national program; must start in high schools, and expert coaches needed.
B	Yachting	1	1	2	3	Program is sound; will always have medal contenders.
	WINTER GAMES					
C	Bobsledding	1	3	3	NH	Need advanced equipment, few participants, some veterans remain.
C	Biathlon (Skiing, shooting)	NH	NH	NH	6	Shooting skill more important than skiing. U. S. Army is developing team.
B	Figure Skating (M-W)	1	1	1	1	Will be contender despite loss of personnel to pros and through air-liner tragedy; program is sound but time is needed.
B	Ice Hockey	X	2	2	1	Despite high ranking, need stronger national team annually, plus more international testing. Program is picking up.
B	Skiing (Alpine—Men)	DNP	7	6	5*	Ski program is starting to show results.
B	Skiing (Alpine—Women)	3	1	7	1	Ditto.
C	Skiing (Nordic—Men)	5	DNP	DNP	DNP	Need development of cross country skills and stamina.
D	Skiing (Nordic—Women)	X	X	X	X	Very little interest in this country to date.
C	Speed Skating (Men)	4	3	6	4*	Need more training in international techniques; more world tests.
C	Speed Skating (Women)	NH	NH	NH	6	Ditto.

RECAPITULATION:

Very Good (Could Repeat as No. 1): Athletics—Men (Track and Field); Basketball; Swimming and Diving—Men and Women.

Good (Can be contender): Boxing; Gymnastics—Men; Gymnastics—Women; Modern Pentathlon; Shooting; Volleyball—Men; Water Polo; Weightlifting; Wrestling (free style); Yachting.

Fair (Can score but not contend): Athlethics—Women (Track and Field); Fencing—Men; Fencing—Women; Judo; Rowing; Volleyball—Women.

Poor (Not up to Olympic Caliber): Canoeing—Men and Women; Cycling; Field Hockey; Soccer Football; Wrestling (Greco-Roman).

Winter Games

Very Good: None at present. *Good:* Figure skating—Men and Women; Ice Hockey, Alpine Skiing—Men and Women.

Fair: Bobsledding; Biathlon (Ski and Shoot); Skiing, Nordic—Men; Speed Skating—Men; Speed Skating—Women.

Poor: Skiing, Nordic—Women.

Why Only Seven All-Navy Sports?

THE ALL-NAVY Sports Program doesn't refer to all the sports played in the Navy. It's something entirely different.

First of all, only seven sports today reach the All-Navy level. In alphabetical (not seasonal) order, they are: basketball, bowling, boxing, golf, softball, tennis and volleyball. And of these only five (bowling and softball are excluded) progress further to Inter-service competition.

What makes a sport an All-Navy sport? A combination of two factors. Navymen themselves must have expressed a strong preference in its favor and, in some cases, it is also one which can ultimately supply the United States with top-flight representatives in international competition.

Why only seven sports? Why aren't legitimate, and popular, sports such as wrestling, swimming, judo, weightlifting and track and field, to mention just a few, included in the program?

The answer is based primarily on economics.

The All-Navy Sports Program is administered by the Special Services Division of the Bureau of Naval Personnel. Experts provide guidance from this central location—but they don't arbitrarily decide what the program will encompass. They are, after all, working for you and you are the ones who indicate, by your interest or disinterest, what kind of a program it will be.

Each year, usually in late fall or early winter, BuPers publishes a notice to all Fleet, force and type commanders and shore-based commands, inviting suggestions and recommendations for the All-Navy Sports Program for the forthcoming calendar year.

THE ONLY ACTUAL consideration which *must* be taken into account at this time is budgetary restriction. If it had the money to do so, Special Services would be more than happy to stage All-Navy play-offs in every sport each year. It cannot do so. It is allotted a flat sum each year to accomplish its mission, and no more.

Transportation costs for team members traveling to district and regional meets are borne by the commands they represent. At the All-Navy level, however, all transportation costs to and from the site of the meet are paid by the Bureau of Naval Personnel.



UP ALL —Hustling All-Navy volleyball players leap high into the air in attempt to return ball to their opponents in All-Navy competition.

A large portion of every All-Navy dollar BuPers spends goes to defray travel costs. With only a limited amount of dollars at its disposal, it follows that BuPers is forced to limit its All-Navy calendar to the more-or-less representative leading sports.

Which six, seven or eight (or whatever the current BuPers Special Services budget traffic will bear) sports are scheduled for play at the All-Navy level is ultimately determined by you.

If you think the sports selected are not truly representative, you have at your disposal a simple method for making your voice heard.

Every ship and station in the Navy has some form of enlisted recreation committee, composed of a representative from each division within the command. Its function is to pass on to the Special Services officer suggestions and recommendations on all matters of welfare and recreation brought to its attention by fellow crew members.

Your Special Services officer is there to serve you and your shipmates. It is assumed that his recommendations to the Bureau concerning the All-Navy Sports Program will pretty accurately reflect the tenor of thinking of his crew.

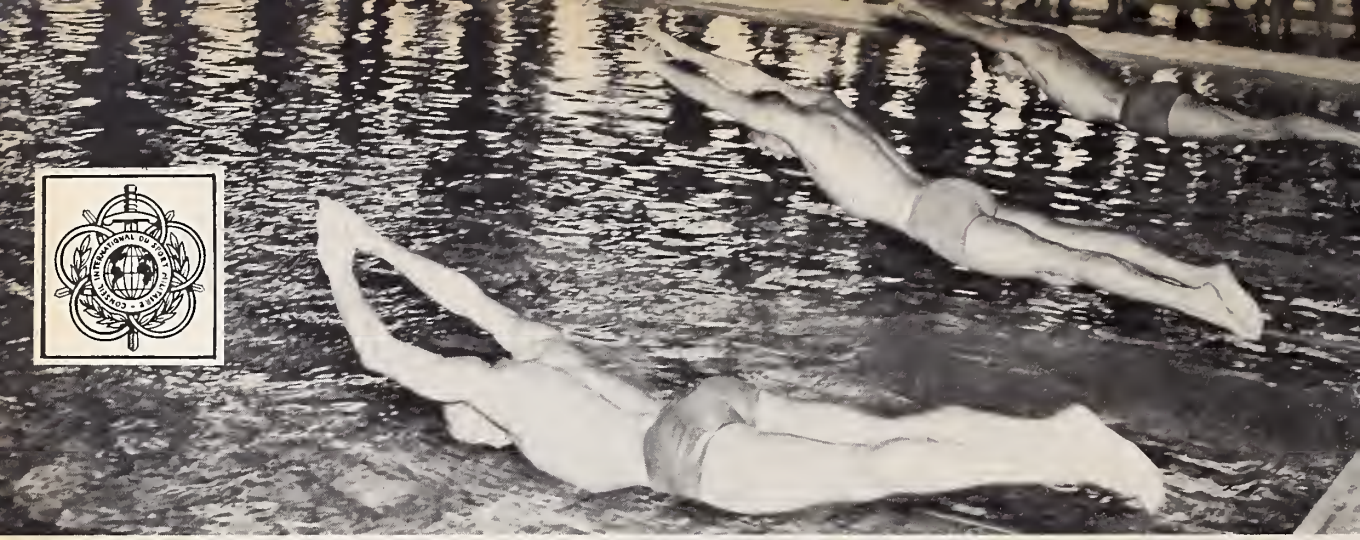
If you feel strongly that a certain sport should be added to the All-Navy Program, or replace one already in it, don't just sit around mumbling into your beard. Tell your ERC representative about it, and encourage like-minded shipmates to do the same.

If enough of your fellow Navymen feel the same way you do, and *if* they speak up about it, BuPers will know how you feel.

All-Navy Sports Calendar

Sport	Rules	Type of Tournament	Squad Size*	Date	Location
Boxing	AAU plus Headgear	Single Elimination	One each weight, OinC and Coach	23-25 Jan	Newport, R. I.
Volleyball	USVBA	Double Round Robin	12	18-22 Feb	NAS Alameda
Basketball	NCAA	Double Elimination	12	4-8 Mar	San Francisco
Bowling	ABC	Team Round Robin and Individual	5	15-17 May	AmphibBase Little Creek, Va.
Tennis	USLTA	Single Elimination	4 Open 2 Senior	5-9 Aug	Norfolk
Softball	ASA	Double Elimination	16	11-14 Sep	Charleston
Golf	USGA	72-Hole Medal	4 Open 2 Senior	17-20 Sep	Pensacola

* Squad size includes Officer-in-Charge, coach, manager, etc., except as specified in boxing.



CISM SPORT — Swimming is one of the many sports in CISM competition. CISM insignia is shown at upper left.

The Military Olympics

THE OLYMPIC GAMES, steeped in history and rich in prestige, are certainly the number one goal of any amateur athlete worth his salt. Still and all, they're staged only every fourth year, which can be a long time between competitions for anyone. Fortunately for the military man there is something to bridge the gap. This is the series of yearly events, in effect a sort of military olympics, conducted under the auspices of CISM.

The Conseil International du Sport Militaire (CISM) translates into English as the International Military Sports Council. It is dedicated to the promotion of worldwide good will through military sports competition.

The roots of CISM stem from the Allied Forces Sports Council, formed in Europe at the end of World War II. The AFSC was designed to promote athletic competition among the personnel of the Allied occupation armies.

The AFSC started in February 1946 and sponsored a number of military sports "championships." But collapse threatened in late 1947 when a number of nations reduced the size of their occupation forces and withdrew from competition.

The remaining few members of the Council were determined that the idea of an international military athletic organization should not die. Military representatives of six nations met in Nice, France, in February 1948, to transform the weakened AFSC into what is now CISM.

THE ORIGINAL MEMBERS OF CISM were France, Belgium, Denmark, The Netherlands, Luxembourg and Norway. Today the members include, besides the founding nations, Argentina, Austria, Brazil, Korea, Ecuador, West Germany, Spain, the United States, Greece, Iraq, Iran, Italy, Lebanon, Mexico, Pakistan, Peru, Portugal, the United Arab Republic, Sweden, Turkey, Morocco, Sudan, Syria and Tunisia.

As the organization has grown, its scope of activities has increased. In addition to sponsoring sports championships, the Council, through the CISM Academy, formed in 1961, has been active in world research in physical fitness and athletic training. Areas of CISM Academy research include diet, medical control of athletes, physiology, philosophy, coaching, training and conditioning.

ON DECK—CISM Volleyball matches will be held in the U. S. in July.



As an example of CISM research activity, it has been instrumental in gaining worldwide recognition of head protectors for boxers.

In its brief span of years, CISM has sponsored more than 100 international championships, ranging from fencing to marathons, for more than 22,000 military athletes.

Seventeen different sports championships are sponsored by CISM. For U. S. military personnel these have been recognized by the U. S. Department of Defense as on a par with the Olympics and Pan-American Games.

MILITARY SPORTS include the Military Pentathlon, Naval Pentathlon, Aeronautical Pentathlon, combat swimming and military skiing.

Team sports cover basketball, soccer, water polo, volleyball, and cross-country running, while individual competition is sponsored for fencing, swimming and diving, shooting, track and field, wrestling, boxing and horseback riding.

The pentathlons, because of variety and grueling requirements, are among the major CISM events. These competitions are designed specifically for the military athlete.

- *The Military Pentathlon*, primarily for ground troops, consists of shooting, an obstacle race, grenade throwing, swimming and an eight-kilometer cross-country race.
- *The Naval Pentathlon* consists of an obstacle race, life-saving swimming race, utility swimming race, rowing and an amphibious combat

race over a 2000-meter course with water hazards, shooting and grenade throwing included.

• *The Aeronautical Pentathlon* begins with a qualifying aerial contest in precision flying. This test has its own classification and cup. Pilots must then compete in fencing, basketball, pistol speed-shooting, swimming and an escape course test.

The U. S. has been a member of CISM since 1951, but it has only recently developed increased participation. Through the first 11 years, for example, approximately 975 U. S. military athletes competed in CISM events—an average of less than 90 per year. It is only since 1956 that any U. S. contestants were entered from CONUS—before that time, all U. S. competitors were confined to USAEUR and USAFE personnel. The Army has thus far contributed the overwhelming majority of U. S. representation—a whopping 74 per cent. Through 1961, the Navy had contributed only about three per cent—the figure is expected to rise.



CISM is dedicated to the promotion of worldwide good will through the medium of military sports events.

MORE AND MORE NAVYMEN are becoming aware of CISM, and of their opportunity to apply for a chance to make the U. S. squad. This is particularly true since the circulation of BuPers Inst. 1710.2A, which encouraged Navy athletes who felt they were of international caliber to forward their applications and substantiating background information to the Bureau of Naval Personnel, and emphasized that this applied for CISM as well as the Pan-Am and Olympic Games.

Navy participation in CISM in the past has been pretty much confined to boxing, wrestling, swimming and skeet shooting. We've produced some champions (boxers Jim Rosette and Dick Pettigrew, wrestler Hallow Wilson and skeet shooters Ken Sed-

The Inter-Service Sports Council

There are 2,670,000 men and women in the Army, Navy, Air Force and Marine Corps of the United States and they are stationed in all parts of the world. Wherever they are, from Texas to Tokyo, or from Naples to Guam, they have access to a sports program, and the fact that they have passed a strict physical examination before entering one of the services means that here is a source of sportsmen and potential champions of real significance to the nation and the world.

The Inter-service Sports Council coordinates all inter-service sports programs on the departmental level, including CISM competition (see preceding page) and other international competitive efforts.

Chairmanship of the Inter-service Sports Council rotates among the services, and during the two calendar years 1963-64, the U. S. Navy holds the chairmanship. A picture of the council members, including its working committee, appears below.

CAPT J. L. Counihan, USN, is the current chairman of the Inter-service Sports Council. Inquiries regarding any phase of the United States program may be addressed as follows: Chairman, Inter-service Sports Council, Department of the Navy, Washington 25, D. C., U. S. A. Correspondence is referred to appropriate desks for action.

INTER-SERVICE SPORTS COUNCIL members for 1963 pose for their picture. Front row, left to right: COL W. B. Carneal, Jr., USMC; COL Guy N. Blair, USAF; CAPT J. L. Counihan, USN, Chairman; LCOL Robert D. Montondo, USA. Back row, left to right, Alternates and working committee members: LCDR W. C. Earl, USN; Mr. Ben G. Lewis, Navy; LCOL Joe Stribling, USMC; MAJ Shelton Kem, USAF; LCOL Mark Mooty, USAF; Mr. E. M. Waller, Executive Secretary, Navy; CDR C. E. Johnson, USN; Mr. George Wilson, Army; and LCOL Gene Myers, USA. Chairmanship of the sports council rotates among the services.







THIS TOO — Boxing and track and field are sports events that are included in CISM calendar for 1963.

lecky and Ken Pendergras are some recent examples).

Last year, however, the Navy and the U. S. entered a team in the Naval Pentathlon (popularly known as Sea Week) for the first time, at Athens, Greece. We entered on extremely short notice, and didn't fare too well, but this year the Navy has had more time to prepare for the 1963 Sea Week at Stockholm, however, and hopes to do much better.

SEA WEEK competition is divided into three separate events: Rowing, sailing and naval pentathlon. The U. S. Naval Academy has been given the responsibility of selecting the rowing and sailing participants, and for coordinating their training.

BuPers Notice 1710 was circulated early this year inviting all interested and qualified Navy and Marine Corps personnel to apply for the naval pentathlon team. The naval pentathlon is a major test of conditioning, coordination and manual dexterity, consisting of an obstacle course race; a lifesaving contest; seamanship; a utility swim; and a 2500-meter amphibious cross-country race.

Navy and Marine Corps personnel who applied for the naval pentathlon team were told to include in their applications the authenticated results of their best efforts in the following events:

• *Event 1* — 2500-meter cross-country run carrying an M1 rifle. Strap may be used and a brief description of the course included.

• *Event 2*—Add the times of the following for one composite time.

a. 200-meter swim with fins.

b. 100-meter swim with shirt and pants.

c. 50-meter swim with M1 rifle held above the water. The three must be performed within a one-hour period.

• *Event 3*—50-meter swim with three-pound weight.

• *Event 4*—Best effort in the following:

a. Push ups
b. Pull ups
c. Sit ups
d. Standing Broad Jump
e. 300-yard shuttle run
f. Jump reach

These events are described in BuPers Inst. 6100.2A, and must be completed within a one-hour period.

All four of the above events must be completed in a 48-hour period.

Selected personnel are being given special training for the naval pentathlon at Naval Amphibious Base, Little Creek, Va., or the Naval Amphibious Base, Coronado, Calif. Special training periods for the 1963 competition began this month.

The final event on the CISM calendar each year is the meeting of the governing body of the organization, the General Assembly. U. S. delegates to this assembly are members of the Interservice Sports Council, which now holds its own planning meeting for the coming year after its delegates return from the CISM assembly. Increasingly in the future every effort will be made to more closely coordinate All Navy and Interservice meets with the CISM tournament in the corresponding sport.

— Jerry McConnell, JOC, USN

Calendar of CISM Events

U. S. military athletes are competing in all 14 of the athletic competitions being sponsored in 1963 by the International Military Sports Council (CISM).

EVENT	HOST	DATES
Skiing	France	17-24 February
Cross-Country	Tunisia	17 February
Wrestling	United Arab Republic	May
Fencing	Austria	13-20 May
Basketball	Greece	20-30 May
Volleyball	United States	21-29 July
Boxing	United States	21-29 July
Military Pentathlon	Italy	15 July
Shooting	Finland	11-14 August
Track & Field	Belgium	23-25 August
Sea Week	Sweden	25 August to 1 September
Modern Pentathlon	Italy	10-18 September
Swimming	Spain	September
Soccer	Collective	Continuing

Navymen Return with Pan-American Medals

SIX NAVYMEN were included in the 372 cream-of-the-crop amateur athletes on the victorious United States team which harvested 203 medals in this year's Pan-American Games in Sao Paulo, Brazil. Members of the delegation won their berths in pre-games tryouts, which attracted top amateur athletes.

In the final medal count after 16 days of competition, the United States with 109 gold, 55 silver and 39 bronze medals was far in front of second place Brazil and third place Canada, which had 13-19-17 and 10-28-27 records respectively.

Five of the six Navymen, individually and as team members, accounted for four gold and three silver medals. The sixth man barely missed contributing another by being edged into a fourth place finish in the 4000-meter pursuit cycling event.

Here are thumbnail sketches of Navy's contestants in the Pan-American Games.

• Seaman Kenneth Sedlecky, 22, has distinguished himself in so many shooting competitions that it is hard to compile a comprehensive list of his achievements. A native of Baldwin, Mich., Sedlecky was selected as a member of the four-man U. S. skeet team after placing third in the tryouts while competing against the top contenders who had been invited to participate. Sedlecky is presently co-captain of the All-American skeet team which represents the top 10 skeet shooters in the U. S. He has earned a remarkable 99.2 per cent record.

In the Pan-American Games Sedlecky scored a perfect 150 out of 150 birds in the individual skeet shooting for a gold medal. He won another gold medal as a member of the first-place U. S. skeet team.

• LTJG Alfonso Morales, 24, is a member of the U. S. modern pentathlon team and the U. S. saber team. The modern pentathlon team competes against teams of other countries for five consecutive days in various events, including horseback riding (jumping), shooting, epee fencing, swimming and cross-country running. Morales placed eighth in over-all standings in the Eighth International Goodwill Meet (Modern Pentathlon), and was 1959 NCAA saber champion at USNA.

Morales helped the U. S. saber team win first place in this year's Pan-American Games, and won a gold medal for his effort.

• Seaman Apprentice Constantin



N. Kirby, 18, established several age group, interscholastic, junior national, junior olympic and U. S. swimming records since his high school days in Rosemead, Calif. Kirby was also picked as high school All-American in 1960. He was selected for the U. S. Pan-American swimming team after earning third place in the 500-yard freestyle event in the national men's indoor AAU championships this year.

In the Pan-American games, Kirby won a gold medal as a member of the 400-meter medley relay team, which set a Pan-American record.

• ENS Charles G. Bittick, 23, a resident of Lakewood, Calif., and graduate of the University of Southern California, is a former National Champion and holder of United States and world records in backstroke swimming, and a 1960 member of the Olympic water polo team.

Bittick represented the United States in the Pan-American games 100-meter backstroke event and as a member of the U. S. water polo team, and won a silver medal for each.

• LTJG Lafayette F. Norton, 24, was selected as third baseman on the U. S. baseball team by the Board of the American Association of College Coaches. Norton won wide recognition on the University of North Carolina's varsity baseball squad during the 1959, '60 and '61 seasons. He earned three letters, co-captained the squad in his senior year, played in the College World Series in 1960, led the Atlantic Coast Conference in triples in 1960 and 1961, was selected as first team All-Atlantic Coast Conference third baseman in 1960 and 1961, and was named Outstanding Infielder in his district by the AAU.

Norton won a silver medal when the U. S. baseball team finished in second place.

• ENS Nicholas R. VanMale, 24, from Berkeley, Calif., was a member of the U. S. bicycle racing team in this year's Pan-American games. VanMale has an illustrious record in past performances on U. S. teams, in addition to winning the state championship at age 19. He won a first and three second places in North American Championships.

VanMale made an impressive showing in the Pan-American Games, but just missed qualifying for a medal. For a Navy junior who also came through to win gold and silver medals in the Pan-American contest, see p. 28. — Bill Howard, JO1, USN

SWIMMING was one of the Pan Am events in which Navymen won medals.







THREE RIFLE SHOOTERS take positions on range at NAS Jacksonville. *Rt:* NAS Pensacola pistol range gets workout

Navy's Pistol and Rifle Mer

SOMETIME BEFORE the 27th of May, marksmen of the regular Navy and the Naval Reserve got together at the invitation of district commandants and type commands of the Atlantic and Pacific Fleets to determine who was the best shooter of the type or district which held the contest.

Competitions were also open to the Coast Guard and to Marines who were unable because of duty commitments to participate in the Marine Corps matches.

Beginning 27 May and continuing through the seventh of June, the championships of the Atlantic and Pacific Fleets are determined at meets hosted by the Commanding Officer of the Naval Air Station at Jacksonville, Fla., and the Commander of the Naval Training Center at San Diego, Calif.

The cream of the crop from each Fleet will then compete at the All-Navy Match being held from the 10th to the 21st of June at Jacksonville.

WHEN THE SMOKE clears from the firing ranges at Jacksonville, about 40 of the rifle and 25 of the pistol top scorers will pack their bags and shooting irons for the trip to Camp Perry, Ohio, where the National Matches will be held from 2 August to 1 September.

The Navy plans to enter both Regular and Reserve teams at the National Matches. It is the job of the the head of the Bureau of Personnel's Small Arms Competition Section to organize, train and enter the Navy's teams in the National Matches.

As part of its training for the national competition, the Navy Rifle Team will compete in the Inter-Service Rifle Matches at Quantico, Va.

Firing strength for Navy pistol teams is set by article 13-46 of the *Landing Party Manual* (the book which contains the rules for the matches) at four firing members, while rifle teams have six firing members for each weapon. The number of alternates for each weapon is set at two.

This year, BuPers Notice 3590 of 17 April revises the team requirements by specifying that each rifle team must have at least two "new shooters" who are firing members. Pistol teams must have one "new shooter" who is a firing member.

A new shooter is defined as a competitor who has never participated in competition with the weapon in question at the All-Navy Championships.

An NRA Master who was classified before 31 December 1962 cannot participate as a "new shooter."

WHEN THE PRIZES are given out, team members with the highest aggregate scores in the Fleet Rifle and Pistol Matches are awarded the highly coveted Fleet Trophies.

These Will Guide You To The Right Spot

Navymen interested in rifle and pistol competition will find pertinent information in the following:

(1) *The Landing Party Manual,* United States Navy, 1960 Revised, Chapter 13, Small Arms Marksmanship. This chapter outlines the basic information pertaining to small arms competition. An impending change to the *Landing Party Manual* revises the rules pertaining to the awarding of the Distinguished Marksman and Distinguished Pistol Shot badges. This change is to be promulgated in the near future.

(2) BuWeps Inst. 8011.13 outlines the ammunition allowances for annual small arms training and matches.

(3) OpNav Inst. 3591.1 promulgates policies designed to improve rifle and pistol marksmanship training.

(4) BuPers Notice 3590 of 17 Apr 1963 announces the schedule, and promulgates the rules and procedures for the 1963 Fleet and All-Navy championship rifle and pistol competitions, and provides for U. S. Navy and Naval Reserve participation in the 1963 National Matches, Camp Perry, Ohio.

(5) OpNav Inst. 3590.7A (NOTAL) gives the rules and regulations for national matches.



PISTOLMEN draw bead on targets.

...n Target



TARGET'S VIEW — G. Perry De Fino, TMC, USN, winner of more than 1000 shooting awards, instructs use of small arms at NAS Memphis.

The Commander-in-Chief of each Fleet makes the award and the winners' names are engraved on the trophy.

The Chief of Naval Personnel awards a trophy to each Navy team making the highest aggregate score in each U. S. Navy pistol and rifle match.

The Chief of Naval Operations Trophy known as "Burke's Bonnet" is awarded to the winning team in the Combat Rifle Team Match, in which one Atlantic Fleet and one Pacific Fleet team compete.

Service weapons which have been "match conditioned" by the Bureau of Naval Weapons are awarded as individual trophies in the name of the Secretary of the Navy to Fleet and All-Navy winners and runners up.

Excellence-in-Competition Badges are also awarded to the top 10 per cent of the competitors not already designated Distinguished.

Those who fall in the top 10 per cent are divided so that one-sixth receive gold badges. The next one-third receive silver badges and those remaining receive bronze badges.

ACCORDING TO new rules which became effective 1 January, a Gold Badge is now worth 10 points, a Silver Badge 8 points, a Bronze Badge 6 points. A total of 30 points are now required to receive the Distinguished Marksman or Pistol Shot Badge. Ten points are allowed for each badge earned before 1 Jan 1963 regardless of type. In the future all Excellence-in-Competition Badges will be awarded for individual unassisted performances only and no more team badges will be awarded.

For those who are interested in comparing this year's results (when they are known) with those of last year, here are the team trophy winners for 1962:

TEAM TROPHY	*1962 WINNER*
All-Navy Rifle	COM ELEVEN
All-Navy Pistol	NAVAIRPAC
Combat Rifle Team	PACFLT
Fleet Rifle	*1962 WINNER*
Atlantic	PRNC
Pacific	SUBFLOT ONE
Fleet Pistol	
Atlantic	CNATECHTRA
Pacific	COMNAVAIRPAC

Individual winners of the 1962 All-Navy Championships were:

EVENT	*1962 WINNER*
Service Rifle	D. F. Morine, EOC, NTC, San Diego
Service Pistol	L. W. Melching, ADRC, VR-7, NAS, Moffett Field
Service Rifle and Pistol	J. J. Galica, AMECA, NAS, Jacksonville

FOREIGN AID — Visiting Navyman from *USS Coontz* (DLG 9) receives pointers from his 'Aussie' host during a rifle match in Australia.







A Whale of



What's happened to the time-honored Navy whaleboat races?

Today, to the best of our knowledge, only the Recruit Training Command at the U. S. Naval Training Center, San Diego, still "presents oars" regularly. Almost any day a visitor can see the recruit teams in their boats, identified by different colored oars, sharpening themselves for the inter-company races.

Before World War II, whaleboat pulling contests were highlights of the year and one of the most popular sports in the Fleet. Each ship had a whaleboat racing team, and their performance contributed a good part to the ship's reputation. A ship's desirability depended largely on the competitive spirit of her boat crews.

Whaleboats of anchored warships raced each other before the evening meal. A ship would challenge by lowering her whaleboat and presenting oars, and was answered when another ship lowered her whaleboat and team.

This sport was so popular trophies were usually







a Boat Race

presented to the winning teams. Two trophies in particular, the Battenburg Cup and the *Seattle Times* Race Cup, were savagely fought for by Fleet whaleboat teams. The *Seattle Times* conducted an annual race on Lake Washington and invited All-Navy teams to compete.

But that was a number of years ago. With the coming of World War II, almost all old-Navy customs and traditions changed to some extent and, in the process, whaleboat racing became a casualty. The sport, however, has not been lost entirely. United States colleges and universities come close to it with their shell races.

Recruit companies at San Diego's Naval Training Center race in competition against one another every week. They're probably the only Navymen in the Fleet still racing whaleboats.

More than 50,000 recruits a year are taught the basics of boat handling with USNTC's whaleboats. The Center has 12 whaleboats, kept in condition by a group of boatswain's mates. Companies of recruits compete against each other every week.



Clockwise from Upper Left: (1) Recruits' coxswain directs rowing crew. (2) Recruits at NTC, San Diego, hold pre-race warmup. (3) Oars are removed from rowlocks as recruits "ship oars" after a race. (4) R. P. Prickett, BTCS, gives instructions in whaleboat handling. (5) Whaleboat crew of *USS Arizona* (BB 39) pose with trophy back in 1931. (6) Navymen "pull" their whaleboats during 1939 competition for the Battenburg Cup held at Pearl Harbor. (7) San Diego recruits practice team coordination at the oars of their whaleboat as they keep alive an old Navy sport.

— Jeff Davis, JO3, USN.



Sportsmen on Seven Continents

NAVYMEN FROM THE GULF of Siam to Kodiak, Alaska, take part in sports—sports that help them become acquainted with people of other lands, and which help people of other lands become acquainted with them. In short, sports mean people-to-people, both for the Navyman abroad and the sportsmen he meets.

Ships of the Fleets and overseas stations with baseball, softball, basketball or volleyball teams find themselves busy at local meets. Other sports are played, too, but these are the favorites wherever the Navy may be in any part of the world. At the same time, many U. S. sailors are getting their first taste of such varied sports as soccer, rugby, jai alai, judo and karate.

In the Gulf of Siam, for example, the men of USS *Maury* (AGS 16), a hydrographic survey ship, often have opportunities for meeting Thai citizens. Not long ago, *Maury* received a challenge from the Ordnance Division of the Thai Army for a volleyball tournament. The challenge was accepted and the games played at Thai Army headquarters in Nakhon Si Thammarat. *Maury* won two of three games, while some 200 spectators cheered.

Typical of port calls by Seventh Fleet ships is the one made by USS *Charles Berry* (DE 1035) at Funakawa, Japan, this spring. Here is an excerpt from the news release sent from *Berry*.

"Funakawa, Japan, 18 April. Seventh Flt destroyer escort *Charles Berry* basketball team met two Funakawa teams this morning, playing a team of city office workers, and the Funakawa fishing vocational high school team. The games took place in a local elementary school. Among spectators were elementary and high school-age children, teachers, and local officials, all of whom displayed exceedingly good sportsmanship. After the game *Charles Berry* members were offered refreshments and presented with small, wood-carved Namahagi figures."

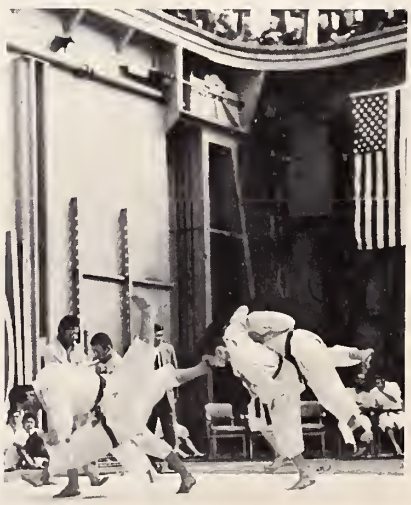
ABOUT THE SAME time that *Berry* was visiting Funakawa, USS *Coucal* (ASR 8), was visiting Nagoya, Japan. One of the highlights of the three-day visit was a basketball game played between the *Coucal* team and the Toho senior high school. *Coucal* won 75-55.



PEOPLE-TO-PEOPLE sports participated in by Navymen range from football and rugby to judo and karate.

As these ships were visiting Japanese cities and playing basketball, two other ships, USS *Widgeon* (MSC 208), and *Peacock* (MSC 198), were playing softball in the Japanese port towns of Tomono and Okayama. Three games were played with the local Japanese teams as the townspeople cheered on the sidelines.

Earlier this year, at Nelson, New Zealand, the tanker USS *Tombigbee* (AOG 11), played a softball game organized by the New Zealand Navy League. Those who watched the game found the American custom of "chattering" or "talking it up" while in the field to be new and intriguing.



Moving to another corner of the world, we find the dock landing ship USS *Spiegel Grove* (LSD 32), and the escort ships *Van Voorhis* (DE 1028) and *Joseph K. Taussig* (DE 1030), in Lourenco Marques, Mozambique. Besides presenting encyclopedias and medical kits to the people of that city, the ships took part in a basketball tournament. The local champions retained the championship in games attended by about 3000 spectators a session.

IN CAPETOWN, South Africa, the softball teams of these same ships won four games and tied one.

Going north to Palermo, Italy, crew members of USS *Franklin D. Roosevelt* (CVA 42), played soccer with some of the older boys of an orphanage early this spring. And in Cannes, France, *Roosevelt's* basketball team played a top French team twice—once on the Frenchmen's court and once aboard ship. The French team won the first game with a big assist from a seven-foot center. The *Roosevelt* team won the second game.

Roosevelt also visited Athens, Greece, and her glee club gave a moonlight concert at the ruins of the Acropolis. But people-to-people adventures switched from aesthetics to athletics before the ship left. *Roosevelt's* basketball team played four games against teams from Greek sports clubs, and although basketball lacks the national support that it receives in the U. S., the Greek teams were able to beat *Roosevelt* twice.

Throughout this *Roosevelt* cruise, her teams have played basketball with the nationals of every country visited. Her record at the time of this writing was 10 wins and nine losses.

These sports activities are only a sample of the athletic events regularly carried on by overseas ships and stations. Normally drawing large crowds, these events give foreign nationals the opportunity to take a look at one typical facet of American life, and vice versa.



NEW BASKETBALL program will give more Navymen a chance to participate.

Five-Foot-Ten Tournaments

EVER FEEL that your height has put you at a disadvantage in some sports? Have you found yourself being squeezed off your ship's team—more or less by inches?

It doesn't have to be the case.

In a sports program designed around the height of its participants, the command complex at NAS, Memphis, has just completed the finals of a tournament in their "Five-Foot-Ten" Intramural Basketball Program.

After a week of playoffs, the survivors met for the final clash, with the Jet Engine Mechanics School "Baby Birds" winning over the Avionics Fundamentals School by a score of 72-52. They will keep the title until next year's spring tournament.

The "Five-Foot-Ten" program was born in the combined imaginations of Rear Admiral Joseph C. Clifton, Chief of Naval Air Technical Training, and the Honorable Paul B. Fay, Jr., Under Secretary of the Navy, after an informal conference in December 1961. Mr. Fay, a basketball enthusiast and ardent supporter of the sport as a contributor to physical fitness, was concerned that many of the "smaller" men were eased out of Navy ship and station teams by their taller counterparts, almost regardless of their proficiency.

A pilot program was set up, utilizing seven volunteer teams from the several tenant commands at NAS Memphis—with the stipulation that all participants in the intramural program could be no taller than the five-foot ten-inch height which gives the program its name. The basketball series has proven so successful that consideration is being given to expansion of the concept to include volleyball, touch football and other programs where height and weight will be qualifying factors for participation.

Popular response from sailors in the five-foot-ten and under category has resulted in an enthusiastic program—a tribute to Navy's goal of getting every man on the team.

The success of this pilot series is expected to serve as an inspiration and guide to other Navy commands.

Now envisioned is a program that may spread throughout the Navy. The rules are simple. Follow the same regulations as you have in the past, but limit your league to men five-foot-ten and under.



UP AND AT IT — Navy hoopsters go after the ball during intramural basketball game at NAS, Memphis.



THE WINNER — Under Secretary of the Navy Paul B. Fay, Jr., and RADM J. C. Clifton (above) congratulate winning team captain in 5-10 tourney.





LONG, LONG TRAIL — LT Ned Pederson of NAS Pensacola passes the halfway mark on his 50-mile hike.

Men of the Fleet Go Hiking-Ashore

REMEMBER THE HULA hoop? It enjoyed its brief moment of fame, then passed into oblivion as did goldfish-gulping and the Davy Crockett hat.

This has been the fate, more or less, of the 50-mile hike. There is, however, an important variation. It emphasized what Navymen have known for a long time—that walking is good exercise and feet are the only equipment needed.

When the 50-mile hike was in full swing, many a Navyman put on his walking shoes and hit the trail. They are still doing it.

There was, for instance, John N. Huff, a Navy airman from Sand Point Naval Air Station, Seattle, who walked 50 miles in 10 hours and two minutes with no rest stops.

Charles D. Rutledge, BU2, from Davisville, R. I., walked 50 miles in combat boots carrying a pack.

Pensacola produced an interstate hiker in the person of LT Ned Pederson who walked 25 miles from the Naval Air Station into Alabama on the west side of Perdido Bay and back again.

A couple of senior chiefs, G. T. Douglas, aged 45, and W. C. Mathews, 39, both of Helicopter Training Squadron Eight, NAS Pensacola, usually drove to a favorite fishing hole a little more than 50 miles from home.

To get into the swing of things, they decided to walk it for a change and did.

SAILORS from the Fleet joined the 50-mile hikers. George Harris, MR3; Clyde Banks, SN; Robert Carter, RM3; Wade McClain, RMSN; John Travis, FA; and Donald Hoffner, EM1—all sailors from USS *Charles R. Ware* (DD 865) — hiked from Walterboro, S. C., to Charleston, where *Ware* was in drydock at the time.

At Port Lyautey, ENS W. D. Poellnitz, III, and W. A. Toomey, ADR1, took the road to Morocco by making the round trip from the Naval Air Station to Rabat, Morocco's capital.

Four naval aviators, T. A. Clift, D. P. Gauthier, T. M. Donahue and H. E. Henning, all lieutenants, junior grade, spent a whole night and part of the next day finding out whether or not they were fit enough to walk 50 miles. They were.

Fifteen men from Patrol Squadron Eight, NAS Patuxent River, Md., hiked against high winds and intermittent sleet, rain and snow (as did many of the other hikers).

Those who reached the finish line at Clinton, Md., in less than 20 hours, were given the Amos Alonzo Stagg award.

David G. Williams, SH2, attached to the Naval Communications Station at Londonderry, Northern Ireland, liked the Londonderry air well enough to walk—not 50—but 80 miles to get there from Belfast.

PERHAPS ONE of the most pleasant 50-mile hikes was taken by Gregory Lafave, LI3; Doug Geary, JO3; Ray Bishop, QM1; and LTJG Stephen Ching, all staff members of COMSERVPAC.

Residents of Honolulu turned out to cheer the hikers along with verbal encouragement reinforced by coffee, donuts, water and foaming cans of the old frosty.

The walk ended at a restaurant in Panaluu where the hikers were treated to a beef dinner on the house.

Of course, not everyone has the



AIRMAN John N. Huff completes 50.

nd Afloat



ON WATER — Marines on USS *Providence* (CLG 6) walk 50 miles on deck.

time nor the inclination to hike 50 miles, and the seagoing man doesn't have 50 miles available for hiking. Belay that last word. Ten Fleet Marines added a new twist to the 50-milers as they climaxed an ocean-going stroll by crossing the equator in the South China Sea, aboard uss *Providence* (CLG 6).

Making a circuitous tour of *Providence's* main deck, they completed the jaunt in 14 hours and 47 minutes, wearing 25-pound packs and carrying their weapons. It took a total of 289 trips around the 610-foot vessel to make up the route. It was probably the "longest" 50-miler on record, since the men started the trek at four degrees north latitude and the ship traveled 262 nautical miles before they broke the tape at the equator.

The popularity of the 50-mile hike serves as a reminder that, even on board ship, a Navyman can help keep himself in shape by taking a few brisk turns daily around the deck of his ship.

Shore-based LST (large steel desk) skippers will find themselves feeling much more fit if they treat themselves to the pleasure of a walk each day. It needn't be a 50-mile hike—just one will do. —Bob Neil

CECIL FIELD officers wind up hike. *Rt:* Chiefs are congratulated after 50-mile walk to fishing hole.









NAVY CHILDREN compete in baseball game at Naples and join in judo class held at Subic Bay, P. I.

At Home & Abroad Navy Juniors Ar

THE NAVY HAS SPORTS and recreation facilities for Navy juniors, too.

Examples of Navy interest in youth recreation can be found at almost any shore station, anywhere in the world. Commands with dependents on board have made it easy for the sons and daughters of Navymen to engage in their favorite recreational pastimes. A few examples:

- The U. S. Naval Base at Yokosuka, Japan, has organized youth team and league competition in many popular sports, and operates a swimming pool especially for children during summer months.
- NAS Patuxent River, Md., offers sports and recreational facilities for youngsters that include organized league bowling in the station's shiny new 14-lane bowling establishment—equipped with automatic pinsetters.
- In Hawaii, league basketball competition is keen among teen-agers whose dads are stationed at Barber's Point, Ford Island and Pearl Harbor. Hawaii's military junior football league comprised of eight teams draws considerable spectator interest.

These stations, and others, offer team and league competition in popular sporting events on a seasonal basis, giving most Navy juniors something to do the year around.

Support, supervision and encouragement of junior recreation is provided by such youth-minded groups as Special Services, Navy Wives, and Dad's Clubs.

JUNIOR ACTIVITIES are varied. They often include events peculiar to climate (surfboard riding in Hawaii), custom (soccer in Naples) and area (judo instruction in Japan).

Juniors participate in most of the sports events available to grown-ups, and some that aren't.

Soap Box Derby competition is keen in the 11 to 15 year-old set. (In Norfolk, Va., the Little Creek Amphibious Base will this year be the site of the city's sixth annual Soap Box Derby, sponsored jointly by the U. S. Naval Aviation Safety Center, the Tidewater Junior Chamber of Commerce and various civic and business organizations. Other Navy juniors throughout the U. S. will compete in soap box racing. Winners will compete for All-American Derby honors at Akron, Ohio, this August.

Baseball and swimming are popular sports with the younger set.

Special fields, scaled to the brand of baseball youngsters play, have been laid out at many stations. Competition is spirited at Norfolk, Yokosuka, Patuxent River, and at virtually every station with a sufficient number of boys.

At Pearl Harbor, the Youth Baseball Program keeps boys 12 and a half to 14 and a half years old busy during summer months.

In Guam, Navy Junior and Junior Minor League baseball got underway last March as baseball fever spread across the Pacific.

In the Philippines, Navy juniors play Pony League Baseball (ages 13-14), and Colt League (15-16).

MOST SHORE ACTIVITIES have swimming facilities for dependents. Youngsters who don't know how to swim but wish to learn can, at many stations, receive guidance from Special Services instructors. (At Great Lakes, Ill., for example, several dozen youngsters were enrolled in non-swimmer classes recently. Before the end of the summer, all expect to be splashing on their own.)

At NAS Seattle, Wash., interest in swimming as a sport—and as a good thing to know—is spreading in the young set. The Armed Forces Swim Club at Sand Point has adopted a constitution that "encourages dependents to learn to swim and dive,

NATIONAL NAMES — Navy juniors Christopher and Robyn Johnson have won national honors in swimming.



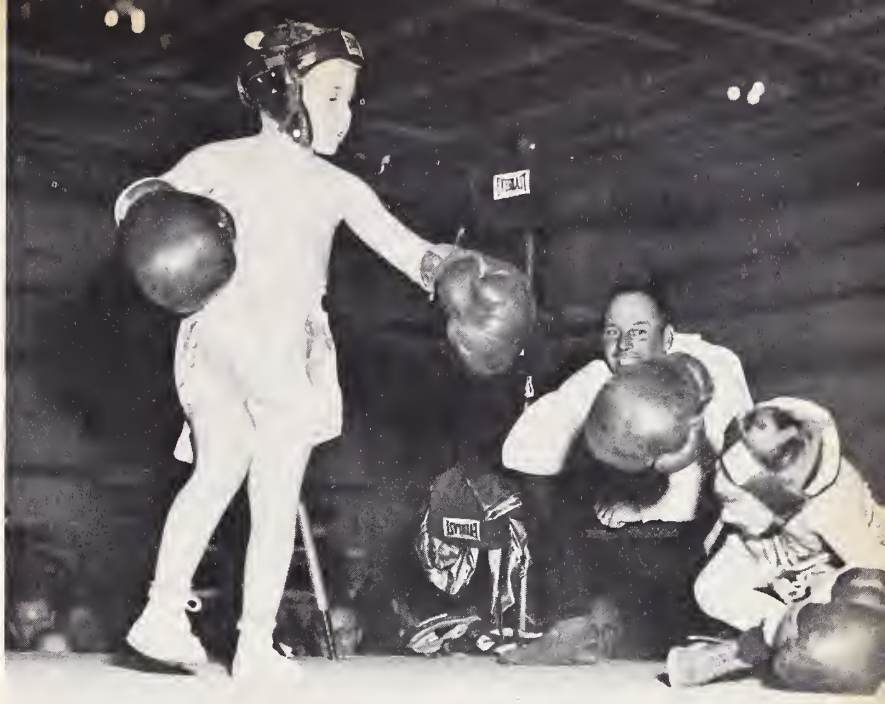






NAVY YOUNG'UNS enjoy sports.

n the Team



LITTLE GLOVERS put on show on *USS Lake Champlain* (CVS 39) while in port.

learn to swim better, learn lifesaving and water safety, and to train for competitive team swimming and diving."

Over the years, many Navy juniors have gained nationwide attention for their achievements in sports.

• Swimming enthusiasts are no doubt familiar with the feats of Robyn Johnson, the daughter of a Navy commander. Robyn, at age 16, became the National AAU Women's Indoor Swimming Champion in three events—100-, 250- and 500-yard freestyle. After competing in the Women's AAU indoor competition in Cleveland, Ohio, last March, Robyn was named to represent the United States in 200- and 400-meter freestyle events at this year's Pan-American Games. She took first prize in the 200, and was a close second in the 400.

• In recent years Robyn's brother, Christopher Johnson, won national recognition after finishing first in a number of events in 13 to 14 year-old competition. Christopher, now 15 and competing in local and regional events in the Washington area, is in line for All-America High School honors.

• Another Navy junior champion of recent years is Caren Martello, daughter of a chief aviation structural mechanic. In 1960, when she was 16 years old, Caren was an accomplished diver, having won a number of local (in California; her dad was stationed at NAS Moffett Field) and regional diving meets. She has been high in national rankings.

THE LIST of outstanding sports performers who are young sons or daughters of Navymen goes on. Cases in point can be found at many stations. For example:

• At Pensacola, Fla., the Naval Air Basic Training Command is a co-sponsor of the Pensacola YMCA Aquatic Club—the leading swimming team in Pensacola for more than four years. Navy sponsorship of the club is a recent development, owing to the large number of Navy juniors that participate—and win—competitive events.

• At NAS Corpus Christi, Texas, two station dependents were presented awards for achievements in markmanship as members of the station Peashooters Junior Rifle Club. Bonnie Boyd, 17, the daughter of a chief, and David Powers, 15, son of a base chaplain, won medals designating them as experts at 50 feet with .22-caliber rifles. David and Bonnie had completed official National Rifle Association marksmanship qualifying courses.

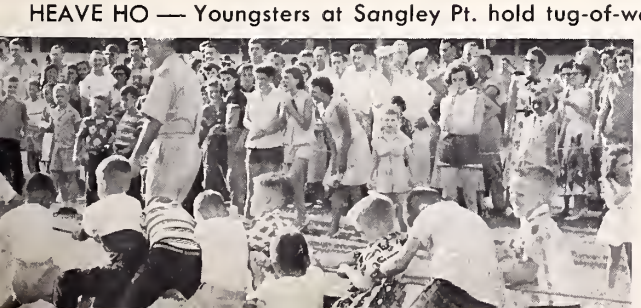
• In Providence, R. I., the Newport Naval Station's Junior Swim Team won the boys' team title in this year's State AAU Junior Swimming Championships. The young Navy mermen took the meet despite the fact eight-year-old Paul Lazarus, who was favored to win at least one important event, was unable to compete. He had the measles.

Many Navy juniors, boys and girls, are potential champions in many sporting events.

Most, though, are average kids who participate in sports for reasons of health, recreation and competition. Or, as any youngster can tell you—after stealing second base "almost like Maury Wills does it," or making three baskets in a row from the free throw line—sports are fun.

— Dan Kasperick, JO1, USN

HEAVE HO — Youngsters at Sangley Pt. hold tug-of-war. *Rt:* Junior football has large following at Pearl Harbor.





Here's a Choice Athletic Program

The Atlantic Cruiser-Destroyer Force athletic program covers a lot of territory—in sports as well as in geography. For instance, intramural sports consist of contests between ships of the Force in the Newport, Norfolk, and Charleston-Mayport-Key West areas.

Play-offs between the three area winners determine the CRUDESLANT representative in Atlantic Fleet competition except in basketball where CRUDESLANT fields a varsity team—but more of varsity basketball later.

The athletic programs in all three areas are similar. The Newport program, for example, encourages destroyer participation by establishing a two-division SOPA sponsored league.

One division consists of tenders plus the CRUDESLANT staff and is known as the Large Boy Division.

The other—Small Boy Division—includes all destroyers, tugs and SERVLANT oilers based at Newport.

Touch football league play begins in mid-September, with the last game coming about two months later. During the two-month season, at least 10 games must be played to qualify for the play-offs.

For the Large Boys, the representative for the play-offs is determined by the winning percentage. The two top teams play each other in a two out of three series.

The top team then meets the best three teams from the Small Boy Division in a double elimination meet.

There are about 20 teams entered in the touch football league.

League play in basketball begins on 1 November and ends the last week in April. At least 14 games must be played to qualify for the play-offs.

During the first week in December, a SOPA sponsored single-elimination Christmas basketball tournament is held. The first 32 teams to enter are eligible to compete.

Newport's SOPA sponsored softball league begins play in mid-May and continues through the first week in September. An average of about 30 teams usually participate. Fifteen games in league competition must be played before a team is eligible for the play-offs.

The sports cycle ends with volleyball which lasts from mid-January until mid-March. The play-offs are determined as they are in the other sports.

Bowling is more or less a year-long sport with a summer vacation thrown in. The Newport intramural bowling league rolls 'em from the first



of October until mid-January. They take a brief intermission; then begin again the first week in February and end the second week in May.

Roll-offs are determined as in other sports and are held at the end of each half. Each team must roll at least 45 games to qualify for the roll-offs.

About 60 teams are entered in the league.

During fishing weather at Newport (mid-March through October) Special Services conducts a Salt Water Fishing Derby.

First and second place awards are given in five categories—bluefish, blackfish, striped bass, flounder and large gamefish (tuna, cod and swordfish).

In the Norfolk area the season and number of qualifying games in each sport varies little from the Newport program. Each destroyer division has a league.

At the conclusion of the touch football season, the destroyer division



winners and the two top cruiser winners participate in a double-elimination play-off.

In basketball, volleyball and softball, destroyer division winners and the top two cruisers/tenders participate in a double elimination play-off.

There is no post-season roll-off held in bowling. Team and individual awards are presented to the first and second place teams. Individual roll-offs are held to determine the top seven Norfolk area bowlers for the force tournament.

A track and field meet is held annually at Norfolk in October, and boxing smokers are held between ships in the area whenever the spirit moves them.

At Charleston the softball league season is divided into halves. A double-elimination tournament between the top four teams is held at the end of each half.

The four top teams in basketball, volleyball and bowling compete in a double-elimination tournament.

A tennis tournament is held for Charleston area teams during the latter part of the summer.

At Mayport, the intramural softball league season is divided into two parts. A top four team play-off is held at the end of each half.

In volleyball and bowling, top four teams compete in a post-season play-off.

At Key West, the two top basketball, softball, volleyball and bowling teams compete in double-elimination play-offs in their particular sports.

When force tournament time rolls around, the contestants are drawn from the winners of the previously held area tournaments. The winners of the force tournament go on to represent the Cruiser-Destroyer Force in the Atlantic Fleet Tournaments.

At the force tournament, the Newport and Norfolk touch football champions meet in a best two out of three play-off. In softball and volleyball, all three CRUDESLANT areas enter teams in a tournament.

In bowling, each area conducts a roll-off to select the top seven bowlers. The 21 chosen men roll in the force tournament. The top seven in this tournament compete in the Atlantic Fleet tournament.

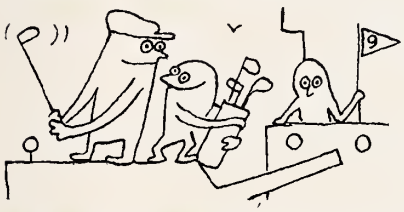
One of the more outstanding products of the CRUDESLANT athletic program is the Cruiser-Destroyer Force varsity basketball team which is selected from outstanding players from all three CRUDESLANT areas.

The varsity has been at Newport for the past three seasons. The 20-25-game schedule includes 14 games in the New England Inter-service Conference, made up of major college junior varsity teams, junior college varsity and semi-pro teams.

A Sampling of Shipboard Sports

TO THE DEDICATED sports enthusiast, a tour of sea duty may appear to put a crimp in his plans. This need not be so.

Only the limitations of space and imagination need serve as obstacles to sports or exercise which may, at



one time or another, be enjoyed onboard ship. If equipment or advice is required, Special Services will be glad to help.

We wouldn't, of course, presume to advise any Navyman what can, or cannot, be performed in the way of sports aboard a particular ship. Conditions vary too radically. However, there are a number of sports which many old salts will recognize as possibilities for their ships. Boxing rings can be set up on many ships, and the big carriers go in heavily for basketball. But what about the smaller ships?

Destroyermen for instance, are about as hard-put for space as any surface ship sailors, but even they need only a length of rope, an empty stretch of deck—and the result is a boxer's rope jumping session.

There are other muscle-flexing games which require even less space and fewer participants. Fencing, for instance, will enable you to work up



a fine sweat in pretty close quarters. Weight-lifting is excellent for developing muscles. Also, see the report on isometrics, on page 43.

When the weather gets rough, and off-duty sailors are sitting around with time on their hands, sooner or later someone usually suggests that time-honored time killer, Indian wrestling.

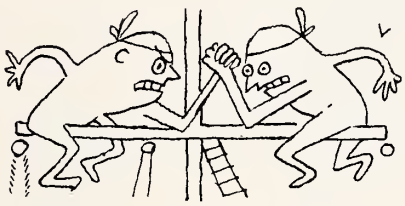
According to the experts, the only items of equipment needed, besides two strong arms, are a mess table and two cups of black coffee.

Navymen who serve in ships with shuffleboards painted somewhere on a comparatively unused portion of the deck can improve their muscle control by shuffling their markers onto the board.

FOR THE dyed-in-the-wool fisherman there is no greater thrill than bringing in a big one. On a Navy ship, when the fishing gear is checked out, there is an opportunity to do just that.

There was a time in the Navy when a fishing pole in the hands of a crew member was the ship's only source of fresh food on a long voyage.

Thanks to reefers, those days are long gone and fishing has passed into the realm of pure sport. However, Navymen who have sat down



to a supper of freshly caught fish won't knock it.

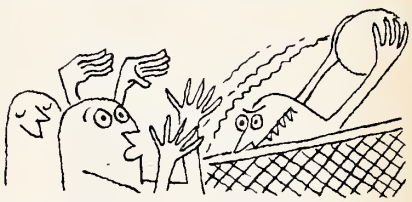
Whenever their ship is in balmy waters, and word is passed that the uniform on the starboard side is swimming trunks, and the cargo nets go over the side, Navymen can take advantage of their own saltwater pool to go in for a dip.

Then there is that favorite of British pubs—and wherever else good fellows get together—darts. Care must be exercised to get the dart in the board and not in some shipmate who isn't aware he's getting in on the game.

THERE IS very little that can't be done with a ball—bounce it, toss it in a basket, roll it, throw it against the bulkhead. You can get exercise and a certain amount of pleasure out of doing nothing more than this.

If you feel the need for something more sophisticated, however, one of these simple maneuvers can be evolved into almost any game played with a ball—volleyball for example.

Volleyball has probably become the most widespread shipboard game involving a ball. The fact that the ball can be kept captive by means of a cord probably accounts a great deal for its popularity. "Captive volleyball" has real possibilities



on certain ships. See ALL HANDS, May 1959, page 12.

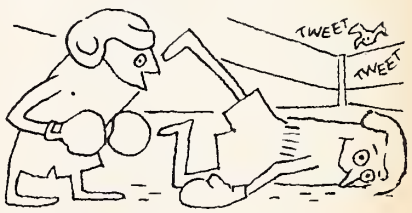
Under certain conditions, modifications of ping pong, tennis, squash, handball and even basketball can be played.

Boxing and wrestling have always gone over big on board ship. Those who don't want to get into the ring in the main event or during the free-for-all don't need an audience, but a mat helps if they pursue these sports during off-duty hours.

Boxing brings to mind the pleasure that comes to many from working out with a punching bag.

Sailors who are in WestPac ships frequently have the opportunity to get instructions from local experts in the arts of judo and karate.

Whatever the preferences are on board any particular ship, if the equipment isn't available, it is the job of the enlisted recreation committee on board to get it, provided



sufficient interest is shown.

It is up to the sportsmen on board to show sufficient interest.

Elsewhere in this issue, there are reports on sports and physical conditioning that apply to shipboard duty. Ships with interesting, or unusual, or comprehensive sports programs are invited to send in a report on them. Perhaps your program may fill the bill exactly for another sports-minded crew.

—Robert Neil



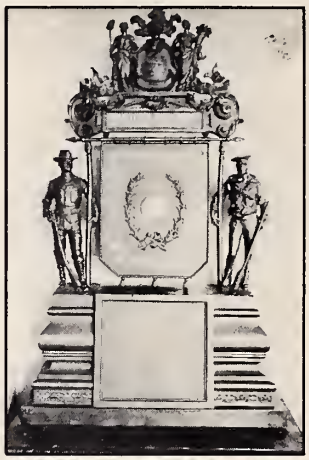
Prepared by
ALL HANDS Magazine

U.S. NAVY SP

**The trophies to be found on this centerspread are a representative sampling of th
are famed trophies that are no longer offered; others have been won (and lost)
to be found on your own mantelpiece. For more on these trophies,**



FIRST Iron Man (left) went to capital PacFlt ships; Bottenburg Cup to fastest Atlantic cutters.



DRYDEN trophy went to best shots in military forces around turn of century.



COURAGE, sportsm
and boxing skill w
award of the CAP



LEECH CUP went to Navy 10 of 26 years of inter– service life.



BEST AIM—This trophy goes to the U. S. Navy Pistol Teom Chomps.



BASEBALL'S prize, John Moore's World Amateur trophy went to U. S. Novy SubPac in 1960.



INTER-SERV
omong golfer
ver cup first



PERFECT softball game or no-hit, no-run baseball game could add this trophy to your collection.



BOWLERS who can roll a 300 game or a 700 series are presented with this bowling trophy.



COMBAT R
otherwise k
Bonnet," is

RTS TROPHIES

awards which have played a major role in Navy sports for many years. Some Navymen and teams; still others you will recognize as counterparts of those issue's historical account of Navy sports down through the years.



ggressiveness iteria for the nnedy trophy.



SOLID GOLD Amoy Cup, presented by the Chinese in 1907, was prize trophy.





SECNAV trophy went to basketball winners; 2nd Iron Man to top Pacific ships and air units.



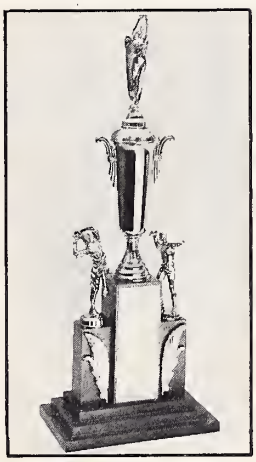
petition Nav silin 1948.



TOP UNIT of most Fleet, area or district commands receives athletic award like this one.



TOP ALL-NAVY rifle team wins this trophy in annual competition.



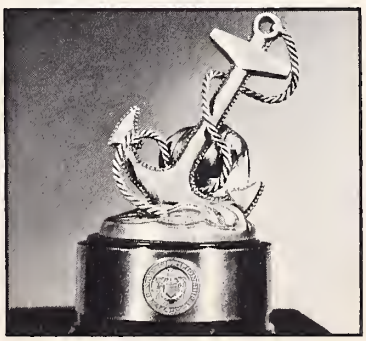
CAPTAIN'S trophy is typical prize won for most intramural points.



trophy, "Burke's shooters.



GOLF Hole-in-One trophy is presented to Navy golfers who drop ball in cup in a single stroke.



ALL-NAVY Championship trophies such as the one shown inspire topnotch competition.







Keeping Physically Fit

TWO YEARS AGO an official request went out for a continuing check-up on the physical condition of the man in the Fleet. Was he fit enough to perform duties requiring long endurance under the most trying conditions? Did his personal appearance reflect credit to the Navy? Were Waves and Navy nurses maintaining a state of physical condition which furthered proper health, poise, and good personal appearance?

For the most part, yes. Most Navymen and women have demonstrated through the new Navy Physical Fitness Program, an offspring of the DOD fitness requirements, that the Fleet is fit. A relative few who could not meet the DOD standards have by now either whipped themselves into shape, or are not far from it.

The idea of having a fit Fleet is not a new one. Navy Regulations printed as far back as 1920 insisted that each commanding officer "endeavor to maintain a satisfactory state of health and physical fitness in the personnel under his command."

Over the years, the degree of fitness of the average Navyman was pretty well left up to him. Voluntary participation in athletic programs during off-duty hours, which the Navy has long believed is the best way to maintain a high level of fitness was, at most commands, the only source of organized physical activity.

But many voluntary sports programs were not practicable for many commands. The lack of space and facilities on board ship and at many stations often resulted in Navymen putting on extra pounds that were hard to carry.

DOD and SecNav (and the heads of the other military services) took a long, hard look at the fitness situation, then drew up the program which has been in operation for nearly two years. The idea is to bring all Navymen and women up to the desired level of physical fitness—and keep them there—as outlined by DOD requirements.

BACKING FOR THE fitness program goes as high as the commander-in-chief. Top level support by example has been an inspiration to many Navymen. President Kennedy, Secretary of Defense McNamara, Secretary of the Navy Korth and ADM George Anderson, USN, Chief of Naval Operations, are fitness enthusiasts who find daily workouts essential to health, and a major contribution to their ability to discharge heavy burdens of responsibility. Under Secretary of the Navy Paul Fay, Jr., another fitness advocate, puts it this way: "Alertness, a feeling of well-being, and vigor of body and mind, are among the rewards derived from frequent workouts. Individually, one may achieve a high degree of physical fitness through calisthenics."

Calisthenics is the key to the Navy Physical Fitness Testing Program. Wherever there is enough room for a man to stand, sit, or lie down, there is room for him to exercise.

Now, all Navy personnel, ashore and afloat, are expected to maintain a satisfactory state of physical fitness through exercise—and prove it.

PARTICIPATION in the fitness program is mandatory for all Navymen and women under age 40, with the exception of those excused for medical reasons. Those age 40 and over are encouraged to participate in the





in the Navy

program, but, even if they don't, they are expected to keep themselves fit enough to perform all assigned duties.

After the new program was announced, guidelines for Navy participation appeared throughout the Fleet in the form of BuPers Instructions 6100.2, 6100.3, and 6100.4. Last September, the various information and conditioning requirements, and the prescribed minimums to which the Navyman and woman must conform, were combined into one directive, BuPers Inst. 6100.2A.

PERIODIC TESTING, using the age group performance minimums and methods of execution described below, is scheduled to insure that minimums are constantly maintained. Tests are held at least once each quarter, but may be conducted at any time by inspection parties in cooperation with commanding officers.

Here are some points to keep in mind:

- Before beginning the test, warm up appropriately in order to avoid undue strain or injury. Men who are physically incapable of attempting performance should be referred to sick bay for examination.
- Perform as closely as possible to the prescribed manner.
- Failure to meet any one of the test requirements constitutes an unsatisfactory performance for the entire series.
- All four events should be given at one session. Appropriate periods of rest may be allowed between events, but each performer must complete the entire test within one hour. Performances not completed within the hour should be rescheduled for complete retesting. Satisfactory performance from previous tests will not be considered.
- If time permits, officers in charge of testing should give each testee the opportunity to select the best performance of three attempts.
- Performances in all events requiring a count (other than the stationary run) must be continuous with no resting between counts.
- Either of the requirements listed in categories I or III may be chosen, but two events in the same category may not be used in place of one in another category. In category IV, the 300-yard shuttle run is performed at shore stations, while the stationary run is intended for performance aboard ship. The stationary run may be used at shore stations only if adequate space is not available for conducting the shuttle run. Shipboard personnel should perform the shuttle run, rather than the stationary run, when testing is scheduled during in-port time, and shuttle run facilities are available.
- Navymen under age 40 may be called upon to perform the minimum requirements at any time. Only men who have medical reasons may be excused, and must go back on the regular testing schedule upon return to unrestricted duty.
- Obesity is not in itself considered an adequate medical excuse from testing. However, when conditions






resulting from obesity are such as to incur possible harm if performance is attempted, an excuse can be given (along with programed diet control).

• Failure to perform the required minimums satisfactorily means participation in physical conditioning programs. Commanding officers will include a statement to this effect in the fitness reports of officers. Petty officers above grade E-4 who fail the fitness test will have the failure noted in their performance evaluation reports. For the physically unfit below grade E-5, a notation is recorded on page 13 of the service record. (An enlisted man's persistent failure to perform the fitness requirements may be reflected in advancement considerations.)

Part I of the fitness directive is devoted to the physical achievements required of all Navymen under age 40. A separate enclosure describes the special program for Navy women.

For men, the tests are designed to demonstrate endurance, leg power, arm and shoulder strength, and abdominal and trunk strength. At present, the *minimum* requirements, based on the age of the participant, are:

	Minimum Performance		
	Ages	Ages	Ages
Category	17-25	26-33	34-39
I *Arm and shoulder strength*			
push ups	20	18	15
or			
pull ups	4	4	3
II *Abdominal and trunk strength*			
sit ups	30	27	25
III *Explosive leg power*			
jump and reach	15"	14"	13"
or			
standing broad jump	6' 8"	6' 6"	6' 4"
IV *Endurance*			
300-yard shuttle	60 sec.	62 sec.	64 sec.
or			
stationary run	200 counts in 3 min. (All ages)		

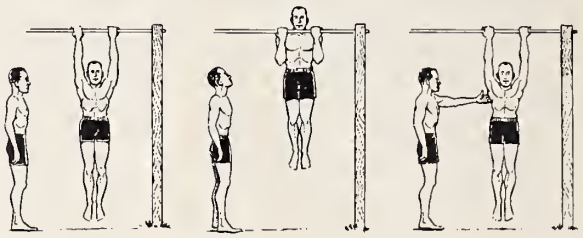
The prescribed manner of performing the various tests must be followed by all participants. Here's a step-by-step look at each:



Push ups—Lie on the deck face down; hands under shoulders; palms flat. Straighten arms to lift body; only toes and palms should touch the deck. Keep back and legs straight. Lower body until chest touches the deck (one full count).

If any push up attempt does not conform to the proper method of execution, the testing officer (counter) should not include it in the final count total.

Pull ups—The bar used for pull ups should be high enough from the deck to allow hanging with arms fully extended and feet well clear of the deck. Hang at full



arm extension. Bar may be gripped palms inward or outward, but both palms must face the same direction. Lift body until chin touches bar. Lower body to full arm extension before starting another execution (one full count). Counters should prevent swinging by performer during execution. Any incomplete pull ups (failure to extend arms fully on way down) will not be counted.



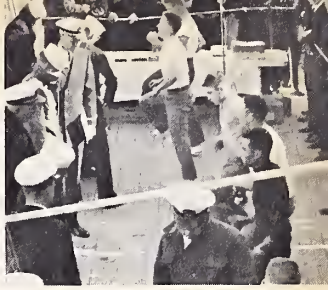
Sit ups—Lie on back with hands clasped behind head. Sit up to vertical position or beyond, keeping legs straight and both feet on the deck. Feet may be held only if necessary to keep legs straight. Return to back lying position, touching both elbows to the deck (one count). Incomplete executions will not be counted.



Jump and reach—Stand with both heels on deck, facing 90 degrees away from bulkhead. Reach as high as possible; touch bulkhead; mark point. Without taking steps, jump and reach as high as possible, again touching bulkhead. For score, measure distance between marks. (A simple procedure is to cover the proposed marking area with clean paper; performers touch fingers to ink pad.)

Standing broad jump—Establish line from behind which performer jumps. Jump must be made off both feet; landing on both feet. For score, measure from jump line to closest point of touching on deck after jump. If



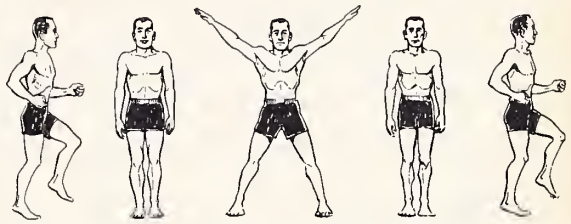
one foot lands ahead of the other, measurement is made to heel of foot nearest jump line. If performer falls back after jump, measurement should be made to point of touching closest to line. Attempts in violation of jump line will not be measured.



300-yard shuttle—Mark two lines 60 yards apart. Run distance between lines five times. Cross lines with both feet before turning to run back. As runner nears finish line, timer should call aloud elapsed time in seconds. As runner crosses finish line, the time, to the last second called, is recorded as score. Clock runs continuously from start until finish; must not be stopped between legs of shuttle.



Stationary run—At signal from timer, begin to run in place, bringing knees up in front; feet should clear the deck by approximately four inches with each step. One count is made each time right foot hits the deck. After 100 full counts, do 10 astride jumps, then resume stationary run. Ten astride jumps should be performed after each 100 counts.



To perform astride jumps, stand with feet together and arms at side. Jump to astride with feet apart, swinging arms to side over head. Return to starting position with jump.

The stationary run score is determined by the num-

Graduated Achievement Standards

Event	Satisfactory	Good	Excellent	Outstanding
Pull ups				
Ages 17-25	4-8	9-12	13-17	18 or above
Ages 26-33	4-6	7-9	10-13	14 or above
Ages 34-39	3-5	6-8	9-11	12 or above
Push ups				
Ages 17-25	20-25	26-31	32-39	40 or above
Ages 26-33	18-23	24-28	29-34	35 or above
Ages 34-39	15-18	19-26	27-31	32 or above
Sit-ups				
Ages 17-25	30-37	38-50	51-81	82 or above
Ages 26-33	27-33	34-45	46-69	70 or above
Ages 34-39	25-30	31-40	41-59	60 or above
Jump and reach				
Ages 17-25	15-17 inches	18-21 inches	22-26 inches	27 inches or above
Ages 26-33	14-16 inches	17-20 inches	21-24 inches	25 inches or above
Ages 34-39	13-15 inches	16-18 inches	19-22 inches	23 inches or above
Standing broad jump				
Ages 17-25	6 ft. 8 in.-6 ft. 11 in.	7 ft. 0 in.-7 ft. 8 in.	7 ft. 9 in.-8 ft. 5 in.	8 ft 6 in. or above
Ages 26-33	6 ft. 6 in-6 ft. 8 in.	6 ft. 9 in.-7 ft. 4 in.	7 ft. 5 in.-8 ft. 0 in.	8 ft. 1 in. or above
Ages 34-39	6 ft. 4 in.-6 ft. 7 in.	6 ft. 8 in.-7 ft. 0 in.	7 ft. 1 in.-7 ft. 10 in.	7 ft. 11 in. or above
300-yard shuttle run				
Ages 17-25	60-56 seconds	55-53 seconds	52-47 seconds	46 seconds or under
Ages 26-33	62-58 seconds	57-55 seconds	54-51 seconds	50 seconds or under
Ages 34-39	64-60 seconds	59-56 seconds	55-52 seconds	51 seconds or under
Stationary run (Full counts in 3 minutes)				
Ages 17-39	200-260	261-295	296-360	361 or over

ber of full counts executed in three minutes. Astride jumps are not counted. The clock should not be stopped during astride jumps; it must run continuously for three minutes. Runners may stop running during the three minutes to rest; no penalty will be imposed; then start again; count is resumed where it left off. (But remember, the clock continues to run, and the precious few seconds of rest could mean the difference between the required number of run counts and failure to do them.)

TO MEASURE the over-all level of command physical fitness, commanding officers have been provided with guidance standards. As the level of fitness improves, the Navywide standards will probably be revised.

As a means of motivating improvements in general physical fitness, commanding officers are encouraged to sponsor competitions based on graduated standards. Recognition of men who receive high scores has been an incentive in many commands.

The graduated achievement standards are listed on page 37.

The physical fitness program for Navy women, also described in BuPers Inst. 6100.2A, is a simple, common-sense approach to conditioning. It helps tone and tighten muscles, but is not the panacea for personal appearance. (Calorie counting, in addition to regular exercise, should govern efforts to lose weight.) For more on diet and weight control, see pages 44 and 61.

Physical Fitness for Women

THE WOMEN'S PROGRAM is designed for Waves and Navy nurses under age 40. Those 40 and older may participate in the program if they wish, but are encouraged to limit themselves to a suitable, regular calisthenics routine.

Those for whom the program is mandatory are expected to attain at least the fourth level (see chart below). Women are cautioned to start at a low level and gradually work up to the highest level they can perform. Those who start too high should drop to a lower level, and vice versa.

EXERCISES FOR WOMEN

Level	Stretch Warm-up	Number of Completions Per Exercise				Rest				
		I	II	III	IV		V	VI	VII	VIII
7 (top)		24	20	20	16		20	20	20	5
6		20	20	20	12		18	18	18	4
5		18	18	18	10		16	16	16	4
Minimum		16	16	16	8		12	12	12	4
3		12	12	12	6		10	10	10	3
2		10	10	10	4		8	8	8	2
1		8	8	8	4		6	6	6	2
Minutes each	2	1	1	1	1	1	1	1	1	3

For testing, the entire series of exercises must be performed within 15 minutes. The first two minutes are devoted to a general warm-up. One minute of rest is permitted between the fourth and fifth exercises. A 15-second pause is permitted between warm-up and the first exercise, and to change position following each exercise.

Testing to determine compliance with the required minimum is conducted once each quarter.



No. I (Bend and bob)—Stand with feet apart, arms over head, hands together.

1. Bend forward. Touch floor between feet. Knees may be bent.
2. Bob. Touch left foot with both hands.
3. Bob. Touch right foot with both hands.
4. Return to starting position (one completion).

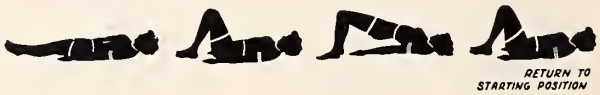
No. II (Two-way stretch)—Stand erect with feet apart, arms at sides.

1. Bend from waist toward left, sliding left hand downward along leg, extending right arm over head, pressing right arm to left side.
2. Return to starting position.
3. Repeat step 1 in reverse (bend right).
4. Return to starting position (one completion).



No. III (The lifter)—Lie on back, arms at sides, legs extended.

1. Tuck legs, pulling feet toward body.
2. Push midsection upward, body weight resting on upper back, arms and feet.
3. Return to step 1 position.
4. Extend legs to starting position (one completion).



No. IV (The curl)—Lie on back, arms extended sideward.

1. Draw or tuck knees close to chest. Keep toes pointed, hips on floor.
2. Rotate trunk to right, touching right knee to floor. Keep head, shoulders, and arms as stationary as possible.
3. Return to step 1 position.
4. Return to starting position (one completion). Repeat steps 1 and 2, rotating left, etc., then 3 and 4 (another completion).



Easy Does It

Don't hurt yourself through exercise. Extending yourself beyond the level your bodily functions are prepared to handle can produce injuries. All programs of exercise should be started with a lead-in period, gradually increasing the physical extension to prevent sudden overstrain.

On the subject of possible harm, the Chief of the Bureau of Medicine and Surgery has stated that squat type exercises may be harmful, particularly to the ligament structure of the knees. Squat exercises, such as squat jumps, squat thrusts and duck waddles, are therefore not included in the official Navy fitness and self-conditioning programs.

Don't over-extend yourself. Until you're in top shape, easy does it.

No. V (The swan)—Lie face downward with arms outstretched from sides.

1. Raise head, arms and legs. Arch back as much as possible. Keep legs and arms straight, toes pointed.
2. Return to starting position.
3. Repeat step 1.
4. Repeat step 2 (one completion).



No. VI (The circulator)—Assume hands and knees position, fingers pointing inward.

1. Lower head and trunk by bending elbows. Touch chin to left hand.
2. Return to starting position.
3. Repeat step 1, touching chin to right hand.
4. Return to starting position (one completion).



No. VII (The twister)—Lie on back with legs straight, feet together and arms extended to sides, palms down.

1. Raise left leg to 90 degrees.
2. Swing leg over body, try to touch right hand.
3. Return to step 1 position.
4. Return to starting position (one completion). Repeat, using right leg and left hand for another completion. Continue rotating between right and left throughout exercise.



No. VIII (Jog and jump)—Stand tall with head up, chest out, shoulders back.

1. Jog in place, starting with left foot. Each time left foot touches counts as one. Repeat for a total of 16.
2. Jump to side stride (spread eagle) position four times.
3. Repeat step 1.
4. Repeat step 2 (one completion).



In ALL HANDS magazine last March, it was pointed out that many provisions of the fitness directive were being wrongly interpreted by various commands. Here are a few fine-print points concerning the men's program:

- In categories I and II (push ups or pull ups and sit ups), performance must be continuous. Once testing is begun, resting between counts is not permitted.
- Reports from the field concerning category IV (300-yard shuttle run or stationary run) indicate that many commands have given the Navyman a choice between the two events. No such choice is authorized. When space for the 300-yard shuttle is available, it should be utilized.
- Commands at sea are not required to conduct fitness tests during periods in which adverse weather conditions prevail. (But this doesn't mean that men involved in operations at sea under adverse weather conditions are exempt from the minimum requirements. Sooner or later, the tests must be held.)

For both men and women, testing and conditioning does not have to be confined to non-working hours. The directives which established the programs authorized them to be carried out within existing work and training schedules.

— Dan Kasperick, JO1, USN

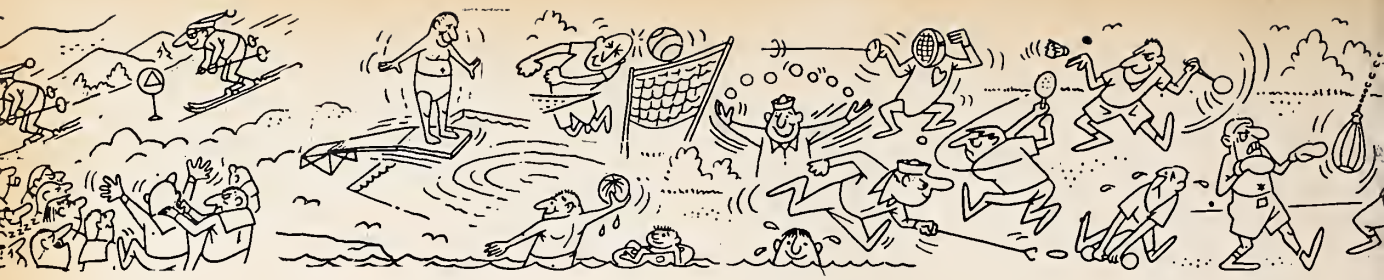
Naval Reservists Shape Up, Too

Drop in at just about any Naval Reserve Training Center and you're likely to find that physical fitness is not confined to the full-time Navyman.

The Navy's civilian-sailors are doing their share of exercises.

Members of Selected Reserve units are required to meet the same standards of physical fitness prescribed for Regular Navy personnel. No specific standards have been spelled out for members of the Specialist (nonpay) programs, but these Reservists, too, are keeping their muscles toned.

A number of Reserve units have launched physical fitness contests—complete with trophies—to stimulate interest and to reward achievement. The trophies we've heard about so far are awarded on a quarterly basis to the top performer in the fitness program. Mark T. Romph, SN, USNR, won the first Physical Fitness Trophy offered by his unit, Surface Division 4-91, Cleveland, Ohio. Charles J. Latino, EM2, USNR, Surface Division 8-93(M), Houston, Texas, is winner of a similar trophy.



Do-It-Yourself Conditioning

THE OFFICIAL NAVY physical fitness programs described on the preceding pages are designed, for the most part, to test and maintain the over-all fitness of Navymen and women under age 40.

However, all Navy personnel are expected to be fit, and present a good personal appearance.

Fitness means more than the ability to perform strenuous physical tasks. It enables you to absorb stresses greater than those of normal daily activity. *Fitness reduces fatigue, especially fatigue resulting from mental labors.* It offers greater resistance to illness, and improved recuperative power. And fitness boosts on-the-job efficiency, and provides an all-around more enjoyable life.

A fit and well-proportioned body should be the goal of everyone who wears a Navy uniform. Two roads must be traveled simultaneously to reach this goal. To be fit, and not fat, requires regular exercise and a proper diet.

A good way to get exercise is in the course of your work or through recreation. These days, however, there aren't many jobs that require large quantities of muscle-flexing, and not all Navymen can indulge in sports programs. Daily activity—or inactivity—must be supplemented with some form of vigorous exercise.

A good way to start is by using your muscles in the course of normal daily activity. If possible, walk, don't ride. But walk at a brisk pace. From time to time, run, don't walk. Climb two steps at a time. On board ship, take a brisk turn on deck daily.

For concentrated, planned exercise, listed below are various programs designed to increase your endurance, strength, and over-all fitness. Most of the exercises can be performed anywhere, at home or on board ship. For many, all that's needed is your own weight and sufficient room to lie, stand, sit, and stretch your arms and legs.

It is recommended that you select the program, or suitable exercises from various programs, best suited for you, and follow through by flexing your muscles every day.

• **Recreation**—If you're a team of one, enjoy sports you can do alone. Running is one of the best. Start at a pace above a jog, run until you're winded or tired, walk till not quite fully rested, then run again and continue the cycle. Gradually increase your running time and decrease the walking time.

Swimming is an excellent wind conditioner, and is particularly desirable for Navymen. Try to increase your swimming distance progressively.

Weightlifting is good for all-around fitness, especially when coupled with a good conditioner for wind, such as running or swimming. Weightlifting increases strength, flexibility, muscular endurance and coordination. (For more on weightlifting, see box, page 62.)

Self Conditioning

THE OFFICIAL Navy Self-Conditioning Program, as described in BuPers Inst. 6100.2A, is recommended for use on a command basis when conventional programs of sports and recreational exercise are not available. The exercises are designed to meet the minimum physical requirements of the official fitness program. But this doesn't mean you can't go it alone unofficially. If you do, keep the following in mind:

Warm-up should be taken before each exercise session. Then, do the exercises in the order listed.

Performance should be limited to prescribed periods. Improvement can be noticed by increasing the pace of each exercise within its prescribed period rather than increasing the length of the session.

Attempting to do more than you are physically capable of handling could result in injury. Begin at a level in line with your over-all condition. As performance becomes easier, the pace of each exercise can be increased—gradually.

At first, do the full set of exercises daily. After you reach your desired level of conditioning, three sessions a week should be adequate to maintain fitness.

Here are the five self-conditioning exercises, listed in the order they should be performed (note that some of them are the same as the exercises in the Navy's group program testing physical fitness):





The stretcher—With feet astride, touch outside the left foot, between the feet, and outside the right foot with both hands. Come to an upright position and circle-bend as far as possible for one count. Repeat as many times as possible in a two-minute period.

Sit ups—Do as many as possible for one minute. (For procedure, see fitness requirements.)

Push ups—Do as many as possible in a one-minute period. (For push-up procedure, see Navy physical fitness requirements, listed on page 36.)

Sustained jump—Determine the highest point you can jump and reach and mark it on the wall. See how many times you can come within one inch of that mark in 60 seconds.

Stationary run—Do stationary run for six minutes, following fitness requirements procedure. After each 100 counts, do 10 astride jumps.

The following standards may be used to evaluate your performance. Figures in parentheses are for men 40 and older. Check your standing from the form below.

SELF-CONDITIONING EXERCISES

Exercise	Unsat.	Sat.	Good	Excellent	Out-standing
Stretcher	0-22	23-24	25-26	27-29	30 & up
(2 min.)	(0-19)	(20-22)	(23-24)	(25-26)	(27 & up)
Sit Ups	0-19	20-24	25-29	30-35	36 & up
(1 min.)	(0-15)	(16-20)	(21-24)	(25-29)	(30 & up)
Push Ups	1-14	15-16	17-19	20-24	25 & up
(1 min.)	(1-12)	(13-14)	(15-17)	(18-20)	(21 & up)
Sustained Jumping	0-5	6-10	11-16	17-25	26 & up
(1 min.)	(0-4)	(5-8)	(9-14)	(15-20)	(21 & up)
Stationary Run	0-350	351-410	411-525	526-650	651 & up
(6 min.)	(0-300)	(301-375)	(376-450)	(451-550)	(551 & up)

Traditional Calisthenics

DAILY WORKOUTS with calisthenics will keep virtually every muscle in your body rippling with vitality. This program consists of two groups—Warm Up and Early Morning Calisthenics.

WARM UP—Three exercises. Should be performed before starting early morning exercises.

Jumping jack (20-40 counts)—Stand at attention. Raise arms sideward and upward, touching hands above head (arms straight) while jumping, feet apart, sideward. Spring back to original position (one count).

Windmill (20-40 times)—Stand with feet spread apart 24 inches, legs straight, arms parallel with deck. Keep legs and arms straight, twist trunk to the side, right hand touching toes of left foot. Twist trunk to the right, left hand touching right toe. Turn head to look up at hand of vertical arm.

The 440—Stand at attention. Begin marking time. After 20-40 steps, double the cadence, bringing knees up high. Bring arms up and across front of body with vigorous action. Continue double time cadence for 50-100 steps, then return to marking time for another 20-40 steps.

EARLY MORNING—Five exercises. These are standard calisthenics for a short, intensive period of exercise. They should be performed in the order listed.

Twist and bend (8-30 times)—Stand in stride position, feet apart 24 inches, arms straight over head, thumbs interlocked. In a sweeping motion turn trunk and bend to the side. Lower hands, touching the deck outside right foot. Raise arms and trunk in wide, sweeping motion, passing through the vertical position, turning to left and touching hands to deck outside left foot. Keep legs straight throughout.

Back stretcher (10-20 times)—Stride stand, feet 10-12 inches apart, arms vertical over head, palms facing each other. Bend forward, knees slightly bent, swinging arms downward so that hands pass between legs and touch the deck behind feet. Return to stride stand. Repeat



Navy Weight Standards for Men (Officers and Enlisted)

The standard weight for the age group 26-30 is the ideal one to maintain on reaching that age and thereafter. For ages after this group, the minimal allowance will be the same as for age group 26-30. A candidate whose weight falls at the extremes of either the minimum or maximum range is acceptable only when he is obviously active, with firm muscles, and evidently vigorous and healthy.

	Weight according to age and height																			
	17-20			21-25			26-30			31-35		36-40		41-45		46-50		51-64	
Height (in.)	Mini-mum	Stand-ard	Maxi-mum	Mini-mum	Stand-ard	Maxi-mum	Mini-mum	Stand-ard	Maxi-mum	Stand-ard	Maxi-mum	Stand-ard	Maxi-mum	Stand-ard	Maxi-mum	Stand-ard	Maxi-mum	Stand-ard	Maxi-mum	Stand-ard	Maxi-mum
60	105	117	146	108	120	150	110	122	153	125	157	128	160	131	164	133	166	135	169
61	107	119	149	110	122	153	112	124	155	127	159	130	163	133	166	135	169	137	171
62	109	121	151	112	124	155	113	126	158	129	161	132	165	135	169	137	171	139	174
63	111	124	155	113	126	158	115	128	160	131	164	134	168	137	171	139	174	141	176
64	113	127	159	115	128	160	118	131	164	134	168	137	171	140	175	142	178	144	180
65	115	130	163	119	132	165	121	135	169	138	173	141	176	144	180	146	183	148	185
66	117	133	166	122	136	170	125	139	174	142	178	145	181	148	185	150	188	152	190
67	121	137	171	126	140	175	129	143	179	146	183	149	186	152	190	154	193	156	195
68	125	141	176	130	144	180	132	147	184	150	188	153	191	156	195	158	198	160	200
69	129	145	181	133	148	185	136	151	189	154	193	157	196	160	200	162	203	164	205
70	133	149	186	137	152	190	139	155	194	158	198	161	201	164	205	166	208	168	210
71	137	153	191	140	156	195	143	159	199	162	203	165	206	168	210	170	213	172	215
72	141	157	196	145	161	201	148	164	205	167	209	170	213	173	216	175	219	177	221
73	145	161	201	149	166	208	152	169	211	172	215	175	219	178	223	180	225	182	228
74	149	165	206	154	171	214	157	174	218	177	221	180	225	183	229	185	231	187	234
75	153	169	211	158	176	220	161	179	224	182	228	185	231	188	235	190	238	192	240
76	157	173	216	163	181	226	166	184	230	187	234	190	238	193	241	195	244	197	246
77	161	177	221	167	186	232	170	189	236	192	240	195	244	198	248	200	250	202	253
78	165	181	226	172	191	239	175	194	242	197	246	200	250	203	254	205	256	207	259

movements vigorously. This slims your waistline.

Body twister (20-40 times)—Stand, feet five inches apart, hands clasped behind head. Bend upper body from diaphragm to right. Body should move across in horizontal plane from right to left. Return upward to standing position. Bend at diaphragm, not hips, drawing in stomach. Shoulder muscles should be relaxed. Repeat exercise 20 times, rotating the upper body, then reverse the motion.

Back stroke (3-5 times)—Stand at attention. Keep arms as straight as possible, chest held high, lower abdomen in. Circle arms inward across each other. Continue the arm movement upward and outward, then backward and downward. Complete rotary movement downward and return to starting position.

Stretch up (3-5 times)—Hold head erect, chest high, lower abdomen retracted, and hands on hips. Rise slowly on toes to greatest height possible, pressing backward and downward with arms and shoulders while inhaling deeply. Lower heels slowly, exhaling slowly, keeping chest high. Complete exhalation and return to standing position, feet flat on deck.

Weight Standards for Women in the Naval Service.

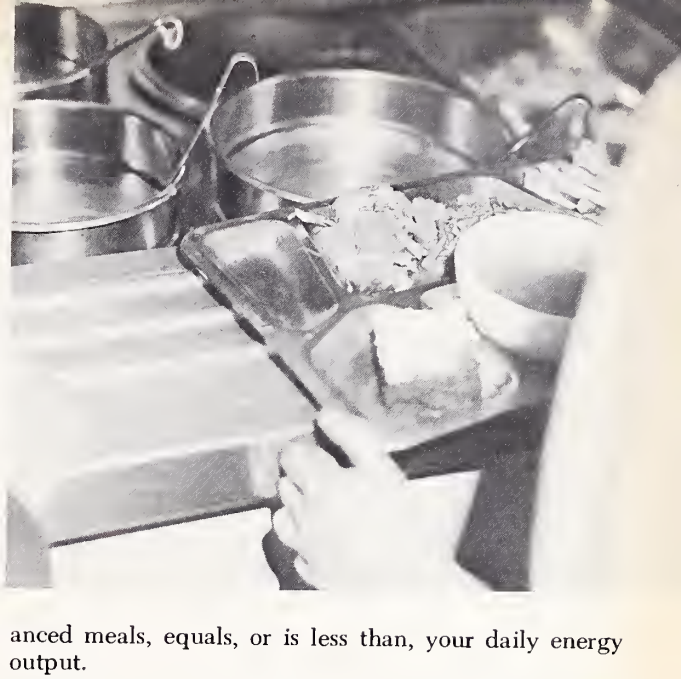
These standards are only a guide. A variation of 15 pounds (not to fall under a weight of 95 pounds) below the standard given in the table is admissible when the applicant is active and evidently vigorous and healthy and her weight is in proportion to general body build. The weight is taken with clothing but without shoes; the standards allow for an estimated weight of three pounds for clothing.

Height	Weight according to age and height																			
	18-19			20-25			26-30			31-35			36-40			41-45			46-49	
(in.)	Min.	Std.	Max.	Min.	Std.	Max.	Min.	Std.	Max.	Min.	Std.	Max.	Min.	Std.	Max.	Min.	Std.	Max.	Min.	Std.	Max.
58	97	105	124	100	108	127	100	111	131	100	114	134	103	117	138	105	120	141	107	122	143
59	100	108	127	103	111	130	103	114	134	103	117	137	105	120	141	108	123	144	110	125	146
60	102	111	130	105	114	133	105	117	137	105	120	140	108	123	144	111	126	147	113	128	149
61	102	114	134	105	117	137	105	120	140	108	123	144	111	126	147	114	129	151	116	131	153
62	102	117	137	105	120	140	108	123	144	111	126	147	114	129	151	117	132	154	119	134	156
63	105	120	140	108	123	144	111	126	147	114	129	151	117	132	154	120	135	158	122	137	160
64	109	124	144	112	127	147	115	130	152	118	133	155	121	136	159	124	139	162	126	141	165
65	113	128	150	116	131	153	119	134	156	122	137	160	125	140	163	128	143	167	130	145	169
66	117	132	155	120	135	158	123	138	161	126	141	165	129	144	168	132	147	172	134	149	174
67	121	136	159	124	139	162	127	142	166	130	145	169	133	148	173	136	151	176	138	153	179
68	125	140	164	128	143	167	131	146	170	134	149	174	137	152	177	140	155	181	142	157	183
69	129	144	169	132	147	172	135	150	175	138	153	179	141	156	182	144	159	186	146	161	188
70	132	148	173	136	151	176	139	154	180	142	157	183	145	160	187	148	163	190	150	165	193
71	137	152	178	140	155	181	143	158	184	146	161	188	149	164	191	152	167	195	154	169	197
72	141	156	183	144	159	186	147	162	189	150	165	193	153	168	196	156	171	200	158	173	202

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43, 44.

Your Diet



43.2 miles (at one mile each six minutes), or do 5714 push ups.

Although exercise is extremely beneficial, it does not serve to reduce your weight unless accompanied by an appropriate diet. Approximately 90 per cent of all weight reduction can be traced to dieting. Pushing yourself away from the table when you'd like to eat a little more is the only exercise which will reduce you permanently.

Strictly speaking, everyone is on a diet. Whatever you eat is your diet. In most cases, overweight conditions are the result of over consumption of calories in some form or other.

By tradition, Navy chow is designed to provide sufficient calories for hard-working men. Over the years, skilled Navy technicians have been using their heads more than their muscles, but have also developed eating habits of men who do strenuous physical labor.

TO MAINTAIN proper health—and weight—your diet should match your work. Hard physical labor obviously burns up more energy than chairborne duties. Most overweight people take in more food than their energy output calls for, depositing the difference as fat. If food intake equals energy output weight remains stable.

Excess pounds can be taken off only by making food intake less than energy output.

But you don't have to be a mealtime martyr. Dieting doesn't mean food frustration. You can eat anything you wish, provided your daily calorie intake, in well-balanced meals, equals, or is less than, your daily energy output.

The calorie content of the food you eat should be your guide to any weight problem.

A cumulative caloric deficit or excess of 3500-4000 will cause a weight change of one pound. Thus, a deduction of 500 to 1000 calories from your daily energy requirements should result in a weight loss of from one to two pounds a week—a satisfactory rate of loss.

An 1800-calorie diet offers a practical approach for those who wish to lose small amounts over a long period. Normally, the satisfactory one or two pound a week loss may be encountered on an 1800 calorie diet.

Listed below are approximates of the calorie contents of various foods.

— Dan Kasperick, JO1, USN



Cheese—125
Cottage Cheese—30
Cream (1 oz.)—60
Eggs (2)—150
Evaporated Milk (1 oz.)—50
Malted Milkshake (thick)—600
Mayonnaise—100
Milk—125
Oleomargarine—100
Skimmed Milk—85

• Beverages

Beer—100
Black Coffee—0
Coffee (cream & sugar)—95
Daiquiri—150
Highball (w/ sweet mix)—175
Manhattan—115
Martini—110
Old Fashioned—150
Rum and Cola—200
Soft Drink—100
Whiskey (1 oz.)—115
Wine—165

• Desserts

Cake—250
Candy Bar—300
Canned Peaches (2)—75
Canned Pineapple (2 slices)—175
Flavored Gelatine—75
Fruit Salad—100
Hors d'oeuvres—50
Ice Cream—250
Jam—50
Pudding—300
Pie—400
Pie a la mode—650
Whipped Cream—100

• Fresh Fruit

Apple—90
Avocado (½)—150
Banana—150
Bunch Grapes—70
Cantaloupe (½)—40
Fresh Berries—80
Grapefruit (½)—40
Orange—50
Peach—50
Pear—80
Pineapple—75

• Sandwiches

Ham—250
Bacon, Lettuce & Tomato—350
Cream Cheese & Jelly—375
Fried Egg—350
Hot Dog—350

• Soup

Clear Broth—25
Creamed—175
Vegetable—100



Today's World of Navy

This is a sampling of Navy sports in various parts of the world. It is not, of course a complete report. ALL HANDS *has neither the manpower, the space nor the facilities to provide full coverage.*

Perhaps we haven't mentioned your unit or, perhaps in your opinion, haven't given it adequate treatment.

If so, please accept our apologies. If you have something different or unusual to contribute to our readers' fund of knowledge of the world of Navy sports, tell us about yourself. With photos.

Sports at NavAirLant

When NAVAIRLANT flexes its 120,000 biceps, it shows the strength of what may be the largest single command in the Atlantic. Over 60,000 officers and men work within the NAVAIRLANT military structure, and each is encouraged to take an active part in physical conditioning.

Naval Air Force, U. S. Atlantic Fleet, as a type command, does not directly support or supervise varsity sports. However, through NAVAIRLANT's operational components and subordinate Fleet Air Commanders, there is an active intramural sports program.

AIRLANT men, on duty in 16 ships and 200 subordinate commands stretching from the Mississippi to the Nile and from the North Pole to the Antarctic, take an active part in all sports from a round of golf to slip-hipping down a slalom course on skis.

Carrier men work hard and play hard. For example, men on board the antisubmarine aircraft carrier USS *Randolph* (CVS 15) participate in four intramural sports including basketball, football, softball and bowling. In addition, varsity and touch football teams enter Fleet events.

Randolph has an average of 16 teams participating in each of the four major sports, allowing for about 120 men to take part in each sport as part of a team.

Bowling is the largest single attraction for the *Randolph*, with nearly 200 men on the ship's 24 bowling teams. Smokers and wrestling matches are also held, and winners usually have the opportunity to enter district championship bouts. Soccer teams go ashore while in the Mediterranean and Canada to play local teams, and fishing and hunting equipment is available.

The attack carriers of NAVAIRLANT, such as USS *Independence* (CVA 62), have the following programs underway:

- *Basketball:* Varsity teams play in each liberty port during Mediterranean cruises and in the States, while another 100 men are members of intramural teams.
- *Bowling:* Intramural bowling leagues are usually composed of 40 teams, representing about 400 men.
- *Boxing:* Smokers are held at scheduled times during deployments and winners have the opportunity to enter Fleet competitions.
- *Golf:* One of the most popular sports for men on liberty in the Med.
- *Softball:* All NAVAIRLANT attack carriers have intramural and varsity softball teams. The intramural teams compete for ship championships, and then a varsity team is formed on each ship for local and district competition.

Norfolk Calendar Full

Except for a few days during the latter part of the year, the sports calendar at the Naval Station, Norfolk, Va., is crowded with intramural activity.

NavSta Norfolk teams compete for the Command Trophy and the Award Plaque which are presented each year for athletic accomplishment.

The Command Trophy remains on display in the lobby of the NavSta Gymnasium and has the name of each year's winner engraved upon it.

The Award Plaque, on the other hand, is presented annually to the activity which finishes the competition with the greatest number of points in athletics.

The intramural program is divided into major sports (those involving league play) and minor sports (those of a tournament nature).

NavSta Norfolk lists basketball, softball, touch football, golf and bowling among its major sports.

POLE TO PALMS — Men of MCB-8 play ball on Antarctic ice. *Rt:* Sailor rides the surf in sunny Hawaii.







Sports

Its minor sports include handball, billiards, volleyball, swimming, tennis, badminton, table tennis, archery, horseshoes and foul shooting.

Interest is the factor which determines whether or not a sport is included on the station's sports calendar. Whenever interest warrants, the Special Services Officer can include a suggested sport in the minor category for one year on a probationary basis.

If enough people take part in it and sufficient facilities are available, it is included in the sports calendar for the following year.

The Norfolk program is typical of others sponsored by the Fifth Naval District, which also sponsors inter-service leagues and tournaments leading to the All-Navy competitions.

The inter-service leagues include activities of some 20 military installations and, in some cases, individual ships berthed in the tidewater area.

League play is held in basketball, bowling, tennis, golf and softball.



SHIP TO SHIP — Basketball teams of *USS Nitro* (AE 23) and VA-72 tangle aboard *USS Independence* (CVA 62) while on duty with the Sixth Fleet.

Always Something at Sangley

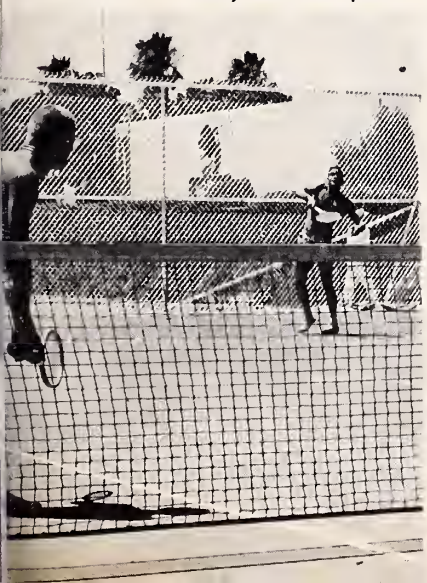
Almost everyone can take part in his favorite sport at Sangley Point Naval Station in the Philippines. An active intramural and physical fitness program is under way, along with varsity and dependents' athletics.

In intramural athletics, a Captain's Cup award system has been adopted to encourage all hands to take part. There is intramural competition in flag football, basketball, softball, bowling, golf, badminton, tennis, swimming, table tennis, volleyball, horseshoes and boxing.

Bowling currently draws the most team entries with 16, while other sports average 12 teams each. Banquets are held at the conclusion of each season or tournament, with the Commanding Officer presenting trophies to outstanding players. Men are given jacket emblems for taking part in sports, with separate bars indicating the sport in which they participated. Station all-star teams are selected when each sports season is over.

At the end of each intramural season, station varsity teams are formed to represent Sangley Point Naval Station in Philippine inter-service competition, The varsity also plays Philippine college teams, plus amateur and industrial teams in the Manila area. Currently, the Philippine inter-service competition in-

SPORTING — Navymen take part in tennis at NAS, North Island, and in boxing on board *USS Randolph* (CVA 15).







NET GAIN — Pensacola netmen take Sixth ND Volleyball tourney for '63.

cludes entrants from six major American activities. Plans call for inclusion of Philippine Navy, Air Force, Army, and Constabulary teams in all future sports competition.

The station basketball team finished second in the inter-service league 1962-63 competition. COMNAVPHIL designated Sangley Point to represent the area in Western Pacific competition. The athletic schedule is arranged so that Sangley Point sailors may play intramural, varsity and then All-Navy sports without conflict.

The station baseball team plays in the Manila Bay Baseball League. Games are played in Rizal Memorial Baseball Stadium, which has a seating capacity (often filled) of 8000.

The station physical fitness program is organized so that Special Services personnel administer the test for each department and report results to department heads. The station is planning a physical fitness day each quarter in which the top two men from each department in each of the six tests will hold an open meet to decide the station champion. An honor roll board is being set up in the base gym, on which the names of top fitness performers will be inscribed.

Dependents of Sangley Point Navymen have access to most sports and recreational facilities, and, in addition, participate in team and league competitive events of their own. For wives, instruction and supervision are provided in tennis, softball, bowling, swimming, golf and calisthenics programs.

Base Special Services sponsors teen-age basketball and baseball teams that compete for local honors with area dependent schools and Philippine youth teams. Teen-age girls have their own softball and basketball teams, and compete for cheerleading billets on various varsity teams.

Little League baseball is another Special Services-sponsored project. Sangley Little Leaguers—major and minor—compete with teams from the greater Manila area.

Special programs of sports and recreation are year 'round projects. Fil-American competition is stressed for promoting good will. Of high interest are boxing smokers with fighters from American and Philippine services mixing it up before an average of 700 persons per show.

The recently concluded Sangley Point Fil-American basketball tournament lasted five nights, and was viewed by 2500 spectators.

Softball games are scheduled with people-to-people in mind, many Filipinos having never seen their village teams compete with Americans.

Every day, the sports and recreational facilities at Sangley Point provide Navymen, Navy women, Navy dependents, and many Filipinos, with something to do, and plenty of action-packed entertainment.

Any Number Can Play at Jax

Almost everyone at NAS Jacksonville, Fla., it seems, is an athlete. The athletic-minded air station has an intramural sports program designed to make it easy for the average airman or seaman to compete in the sport of his choice.

Under the Special Services-administered Jacksonville Intramural Sports Program, Navymen and women representing various station units and divisions form teams and leagues to compete for honors in bowling, basketball, softball, golf, swimming, touch football, volleyball, handball, tennis, ping pong, and track and field. For air-minded sportsmen, there are parachute jump and flying clubs.

Competition in these events is satisfying and rewarding. And the competition is keen. Twice each year the NAS awards its "Ironman" trophy to the JISP unit that amasses the greatest number of points during six months of competition in the various programs. Points are awarded to each league team on the basis of 1000 for first place, 750 for second, 500 for third, and so on.

Outstanding performers in intramural competition are often selected for the Jax varsity squads of bowlers, boxers, shooters (rifle, pistol, skeet), golfers, swimmers, and basketball, softball, tennis and volleyball players. (Each year a varsity schedule is drawn up at Jax with tough competition in mind. Former JISP players are often seen in Sixth Naval District, South Atlantic Regional, and All-Navy tournaments, and vying for local honors with college athletes.

JISP is a year-round recreational activity. It is fully supported and administered by special services. Various events are scheduled for months when the interest in each is greatest. All sports contests follow standard rules. Best of all, any number can play.

Yokosuka Has Everything

It appears that Special Services at the U. S. Naval Base in Yokosuka, Japan, has hit the bull's-eye. For the past several years, Special Services has been trying to provide some activity in sports and recreation for all Yokosuka-based servicemen and dependents, and all WestPac Navymen and Marines who visit the base. It has succeeded.

As organizer, administrator, and provider of equipment, Yokosuka Special Services sponsors intramural, interservice, and military-civilian sports programs and recreational facilities that are claimed to be the best in the Pacific area. For example:

- Officers and enlisted men representing the staff of Commander Fleet Activities Yokosuka, eight component commands, and 29 tenant commands, compete in various scheduled league sports programs for base intramural honors. No matter how

good at any sport the Yokosuka Navyman may be, he can find a spot on a team that plays his favorite sport. Intramural competition is held in flag football, basketball, baseball, softball, volleyball, bowling, golf, tennis, swimming, pistol firing, badminton, sailing, handball, horseshoes, table tennis, billiards, soccer, outdoor shuffleboard, archery and wrestling.

• Dependents and visiting WestPac Navymen have access to most Yokosuka sports facilities and equipment, in addition to roller skating, ice skating, hunting, woodworking, hiking, skiing, cycling and photographic facilities.

• Attracting attention both on and off base are the Yokosuka varsity teams which compete for local honors in major sports with Army, Air Force, Japanese Self Defense Force, colleges and universities, and Japanese sport and athletic club teams. Seahawk basketball, softball, baseball and other sports squads, provide keen competition in Pacific Fleet and Navywide varsity arenas.

The thousands of Navymen and dependents who use and enjoy Yokosuka sports and recreational facilities each month are testimony that the base Special Services does, indeed, have something for everyone.

NTC Great Lakes Is Great

At Naval Training Center, Great Lakes, any salt-blooded Navyman who considers inland duty a drag will learn that a Seavey drydock in the interior can prove to be most enjoyable.

Work is work anywhere, so a fair gauge of how one duty station stacks up against another might be the extent of after-hours recreational facilities available. By this standard NTC, which can transform itself suddenly into "a lakeside holiday camp," must score highly.

Not every inland base can boast a shoreline on Lake Michigan, of course, but NTC has capitalized on this resource. There's plenty for all.

For instance, if an enthusiast oversleeps his weekend chance to skipper one of the 20 sailboats that are at his disposal, he might still find crew space on the 46-foot ketch belonging to Special Services.

Second choice might be a day at NTC's beach—special because it has a beach house with bandstand and dance floor and nearby charcoal pits. Or the preference might be for a refreshing dip in one of two outdoor or two indoor swimming pools.

For those whose main interests don't include the water, there are a 3364-yard golf course, a skeet-shooting range, intramural sports competitions, a little theater group and, in the winter, an outdoor ice skating rink as alternative activities.

Special Services will also equip the more adventurous for a camping trip by loaning the tent, sleeping bags and fishing gear. Other equipment available ranges from horseshoes and tennis gear to toboggans.

NTC hobby shops provide materials and working space for woodworking, leathercraft, photography, machine shop, model-making and ceramics hobbyists.

There are five bowling centers on the base, an archery range, roller skating, weightlifting, basketball, badminton and handball facilities, an amateur radio club, six movie theaters, and library with over 30,000 volumes.

Green thumbs can enjoy the facilities of the horticultural hobby shop for cultivating flowers, and receive pointers from a qualified horticulturist. This facility annually produces 70,000 seedlings for an NTC grounds beautification program.

Recreation lounges on the base are complete with TV, study hall, music rooms, pool and ping pong, and other games and equipment.

Also, a community recreation center is available for parties, meetings and dinners.

With such a diversified recreational program—besides offering off-time activities—NTC aims to provide more incentive for fulfilling physical fitness program requirements.

The spirit of competition is heightened by the quarterly presentation of a captain's cup for outstanding group competition in physical fitness tests on a point basis, and a trophy for outstanding individual achievement.

Points are gained at the rate of one point for every push up over the minimum; one point for every two inches over the jump and reach minimum; one point for every two inches over the standing broad jump minimum; and one point for every second under the minimum time for the 300-yard shuttle run.

Sounds easy.



AIRBORNE — Jumper sets his mark in track meet at NAS Quonset Point, R. I.

'Don't Go to Pot' at Quonset

"Don't Go to Pot," cautions the inscription on the club membership card.

At NAS Quonset Point, R. I., 100 or so men who carry such cards are doing their best not to.

The Don't Go to Pot Club was formed at NAS Quonset last year as an offshoot of the stepped-up Navy physical fitness effort. Membership is open only to Navymen stationed at Quonset who agree to abide by club regulations—which insist on improved physical fitness through faithfully observed daily, club-prescribed exercise routines.

Under the by-laws, any member in good standing is entitled to "Good health, both physical and mental, through the process of shedding excess avoirdupois (mainly pot belly) in the exercise and steam rooms of the Quonset Swimming Pool Building."

At last report, card-carrving Don't Go to Potters were shaping up



GOOD START — Intramural football players clash at NTC, San Diego, Calif.

through exercise. So far most members have been loyal.

Club membership is only one way to keep in shape at Quonset. The air station also offers all the usual Navy sports, recreation and exercise facilities.

Last year, for example, 1815 Quonset Navymen competed in league intramural baseball, softball, volleyball, basketball, bowling, touch football, track, swimming and tennis. Additional intramural competition among Quonset-based Fleet Air and First Naval District Air Base Command personnel was staged in softball, basketball, volleyball and open boat sailing.

The varsity "Quonset Flyers" baseball, softball, volleyball, wrestling, tennis, boxing, and basketball teams offer further competition. The varsity squads compete with college, service and civilian teams in the New England and New York areas.

The most spectacular sport at Quonset since the station's commissioning (July 1941) has been football. In recent years, the brand of football played by Quonset gridders has reached top caliber. The varsity "Airbees" teams organized a few years back played successful seasons against a number of southern New England colleges and universities. Notable Navy opponents included teams from the Newport, R. I., Naval Base.

In addition to regulation softball, baseball and football fields, the base maintains tennis courts, two nine-hole golf courses, three swimming pools, a gym, a bowling establishment (10 lanes), yacht club facilities, a hobby shop (arts, crafts, ceramics), a pistol range, a ham radio shop, the usual theater and library, and a fishing pond (which contains real fish).

ComFairCarib Is Youthful

The Caribbean Fleet Air Command is comparatively new, but it has big plans and plenty of enthusiasm.

While the command as yet has not had much opportunity to get its feet wet in the Navy sports world, at least 35 per cent of all Navymen in COMFAIRCARIB commands take an active part in intramural sports at various stations within the Tenth Naval District.

Special credit belongs to UTRON Eight located at the U. S. Naval Station at Roosevelt Roads, Puerto Rico, which won the station volleyball championship for the 1962/63 season. More than 50 per cent of the squadron's personnel are taking an active part in the Roosevelt Roads intramural sports program.

ON COURSE — Navymen on duty in NAS Whidbey Island area put station's golf course to good use.



Plenty to Do in Naples

For years, U. S. Navymen and women and dependents stationed in Italy—for the most part at various commands in the Naples area—have taken full advantage of the remarkable sports and recreational activities which are available.

In spite of the unusual facilities to be found in Italy, participation is brisk in the customary sports to be found at most stations.

During the basketball season, for example, 22 teams in three categories (inter-service, mixed, invitational) play 105 games. A like number of softball teams are active during the softball season—also programed on a three-league basis.

Interest of the younger set is centered in baseball. Babe Ruth (five teams), Little (six teams) and Cub leagues (six teams), are all comprised of Navy juniors.

Six teams of Naples-based volleyball players compete each year.

Horseshoes (singles and doubles) for both men and women is played on a competitive league basis.

An inter-service football league comprised of six teams of Naples-based players schedules 40 games each year.

Tennis leagues for both men and women provide 80 games of high spectator interest.

And, there are more than 100 bowling leagues in which 750 men and women mix up the pins for kegler honors, and a sub-aqua club, which at last report had 20 skin-diver members.

In addition to sporting events, on-base recreation is provided through hobby shops with space and equipment for Navymen to engage in woodworking, ceramics and other pastimes.

The Naval Support Activity maintains a recreation field in Naples' Bagnoli District, and beach facilities for Navymen and dependents at Miliscola Beach, about 15 minutes from downtown Naples.

Off-base, interests are varied.

Swimming facilities are available

at all the seashores and lake resorts, and Navymen have access to an olympic type swimming pool.

Mountain climbing is very popular, and Italy boasts some of the finest skiing grounds in Europe.

Bicycle racing draws considerable interest. The Grand Tour of Italy, which is held each June, is enthusiastically followed by virtually all Italians, and many U. S. Navymen.

For further excitement, there's auto racing—at such famous circuits as Monza—and other events including an annual auto race held in Naples on the roads of Posillipo.

Tennis enthusiasts become members of Neapolitan clubs which maintain courts.

Golf facilities are rather limited in Naples, although Navymen have access to a "pitch 'n putt" course and a driving range which the Support Activity maintains at its athletic field.

Sailing and yachting events offbase attract many Navy sportsmen, many of whom become members of various Naples yacht clubs.

Italy's most popular sport is soccer. Navymen not familiar with the game when they arrive in Naples soon become avid fans. (The Naples soccer team ranks with the best in Italy, and is a member of the National League.)

For those who like a change of pace, there's Rome to visit. The city of the Caesars and Popes, with its ancient Colosseum and magnificent St. Peter's, is a memorable week-end trip. Slightly further are Florence, Venice and Milan, each city an adventure for the Navyman-sightseer.

Those planning leave in Europe have a whole continent of ideas. Many travel to France and England, spending a week in both Paris and London. Others take inexpensive luxury type vacations at the Army Rest and Recreation centers of Garmisch and Berchtesgaden in Bavaria. Still others have the opportunity to take space-available cruises on MSTS ships, stopping at Athens and Istanbul.

Navymen and their families learn new things, see new places, meet new people and taste new foods.

Most, however, have to look no further than Naples for sights to see. It is rich with the traditions of conquering nations and peoples, from the early Grecian settlers through the Norman French and Spanish Bourbons.

Royal palaces, the old Angevin fortress, churches of St. Francis, St. Ferdinand and the Duomo, and the San Carlo Opera House, are "must" sightseeing attractions.

The ancient ruins of Herculaneum and Pompeii lie in the shadow of Vesuvius, only an hour away.

The legendary Isle of Capri is an hour and a half by boat. Sorrento is nearby, as is the magnificent Amalfi coast.

It's an easy afternoon outing to the Roman Spa of Baia, the Sybil's cave at Cuma and the Colosseum at Pozzuoli.

Many a Navyman's Sunday is spent journeying to the Grecian city of Paestum, the Bourbon Castle at Caserta, or the once battered (now rebuilt) monastery at Monte Cassino.



HOME PORTING — Action occurs at home during Jacksonville tournament.

These, and many more things to do and see, are within easy reach for Naples-based Navymen.

Sports Fly High at Pax

The sports program at the Naval Air Station, Patuxent River, Md., has been long rated high because of the station's isolation from metropolitan areas which might otherwise provide off-duty entertainment for Navymen stationed there.

Intramural teams representing Patuxent River groups won the Naval District championships during the past year in basketball, bowling, badminton, pistol and rifle target firing, softball, swimming and touch football competitions.

In fact, the only available intramural sports in which Pax River

As a Rule, He Wins

At 25, Airman Apprentice Marshall Rule, stationed at NAS New York, has already wheeled his way into the international spotlight as one of the top roller skating champions in the U. S. But Rule has his sights set on even higher achievements.

A roller skating enthusiast since youth, Rule began appearing in national amateur competitions in 1955, and was a finalist the same year. After a few lesser successes, in 1958 he became a U. S. champion in amateur junior competition, and the following year won top U. S. amateur senior honors.

Rule was then appointed as an official judge by the U. S. Amateur Roller Skating Association, which operates under the AAU and the U. S. Olympic Committee, and subsequently officiated at eight national and 32 state championships. He was honored further with an appointment as an international amateur judge by the International Amateur Roller Skating Association, making him the youngest of three world judges in the U. S.

Rule and his skating partner fiancee spend their evenings practicing a special routine under the instruction of two professionals. In November they plan to enter the world roller skating championships in Barcelona, Spain.

For Rule, Barcelona will provide a double-barreled experience. Besides competing for a world crown, he has been invited to help judge other competitions.



FUN TO BOOT — Yokosuka-stationed sailors participate in soccer game.

didn't produce district champions were golf, boxing, tennis, table tennis and volleyball.

Varsity sports offered at Pax River are basketball, bowling, golf, rifle and pistol firing, softball, tennis and volleyball.

In the district varsity competition, Pax River produced champions in basketball and tennis.

Patuxent River has ample opportunity to produce sportsmen. Among the facilities, there are a dozen intramural softball fields, a picturesque golf course which winds through the trees along the Bay shore, indoor and outdoor swimming facilities, a 14-lane bowling alley with the latest equipment, five basketball courts, pistol and rifle range, tennis and volleyball courts.

The sports program at Pax River has three major aims: To provide top spectator entertainment for those who wish to attend; to maintain a complete intramural program for men and women not of varsity caliber and; to provide as many recreational facilities as possible for those who are interested neither in competing nor watching competitive games.

Memphis Is Muscle-Minded

At NAS Memphis some people fly planes and some people jump out of them as a pastime.

No one here, in fairness, can complain of a lack of something to do. Memphis claims that its athletic and recreational programs rank with the best in all services.

Some out-of-the-ordinary offerings available which support that claim are: a flying club which owns three planes; a sport parachuting club; riding stables with 39 horses, nine donkeys and two ponies; a ham radio club (station W40DR); a sports car club; and hay rides.

On the athletics side, NAS Memphis supports varsity teams in eight sports, including football, basketball, volleyball, softball, swimming, bowling, tennis and golf (see also page 25).

Varsity squads maintain active schedules. In the past year NAS played nine other teams on the gridiron and a 26-game basketball schedule. Other teams participated in 46 softball games, 10 swimming meets, and district tournaments in these sports plus bowling, tennis, volleyball and golf meets.

The Navy Memphis athletic program has shown an increase in participation each year for the past three years. The program is on a volunteer basis, and conducted after working hours. During the past year over 4000 team members participated in intramural sports.

Intramural competition between the six commands attached to the base is conducted in most of the above sports, plus baseball, horseshoes, boxing, ping pong, badminton, and basketball free throw.

At Memphis there is little need to operate playing fields and areas on a first come, first served basis. The base has 18 football and 14 softball fields; four volleyball and four badminton indoor courts; seven tennis and five basketball courts; one squash court; 34 pool and 28 ping pong tables; a gymnasium large enough to house a football field; an 18-hole golf course and a golf driving range; a 12-lane bowling alley; four swimming pools; and one portable boxing ring.

One other factor contributing to a smooth-running athletic program at Memphis is the operation of an officials association, which furnishes well schooled referees and umpires for some sports.

The NAS flying club helps interested personnel to obtain their private pilots' licenses in as short a time as possible at a minimum cost. Dual instruction, cross-country flights and ground school are available to club members.

From flying real planes, organized activities branch out to two extremes —the Tailhooks model airplane club and the Skyhawks sport parachuting club. Of these, the parachuting club perhaps offers the greater excitement for physically fit servicemen.

14th ND Is Sports Paradise

The 14th Naval District, with its mild climate, is ideal for a wide range of athletic activities. Its sports program includes everything from badminton to judo and gives everyone an opportunity to play.

Intramural competition is sometimes the stepping stone to participation in station varsity athletics and All-Navy competition. For the competitive sportsman who is less than varsity caliber, 14ND has a well-rounded program.

A look at intramural sporting events in several Hawaiian commands reveals these sports: table tennis, volleyball, basketball, horseshoes, tennis, softball, track, golf, archery, shuffleboard, swimming, touch football, skeet, bowling, badminton, handball, judo and pistol competition.

Most commands in the 14th Naval District have a Captain's cup award for the winners of intramural competition.

Competition between teams from different services in the Hawaiian area is governed by the Hawaiian Armed Services Athletics Council (HASAC). The Navy representative is the director of Special Services, 14th Naval District. HASAC sets forth the rules and regulations for 13 sports.

Hawaiian area tournaments, some of which decide who is to represent the 14th Naval District in All-Navy competition, are conducted in all varsity sports.

During the past few years, teams from the 14th Naval District have been successful in a number of All-Navy competitions. After SERVPAC won an unprecedented third straight

All-Navy basketball title in 1962, SUBPAC cagers won the 1963 All-Navy basketball tournament, and the title didn't leave the 14th ND.

In a Christmas basketball tournament held at Pearl Harbor's Bloch Arena last December, SERVPAC defeated Michigan State 95-88, and SUBPAC defeated Tennessee State 107-97.

Baseball, football and softball are some of the Navy's best spectator sports on the islands. Some of the larger fields are Ward Field, located near Bloch Arena, Pearl Harbor Naval Base, home of the Pearl Harbor Admirals; Millican Field, located at the Submarine Base, home of the Raiders; Gabrunas Field, also at the Submarine Base, just across from Millican Field; and Quick Field, located in the Pearl Harbor Marine barracks area. Eight smaller ball diamonds are located at Richardson Center, just off Kamehameha highway. Other fields are located at the various bases.

The Navy and Marine golf course is located on Moanalua Ridge on the mauka (mountain) side of Kamehameha highway. Membership is available to military personnel and their dependents.

The Bloch Arena gym provides courts for basketball, handball and volleyball, while 18 tennis courts, located at various commands, are conveniently situated for year-round play.

Each base has its own bowling facilities, but the alleys located at Bloch Arena are widely used.

For a change from the salt spray of the blue Pacific, and the sand of Hawaii's beaches, there are 11 swimming pools. Swimming lessons are offered from time to time.

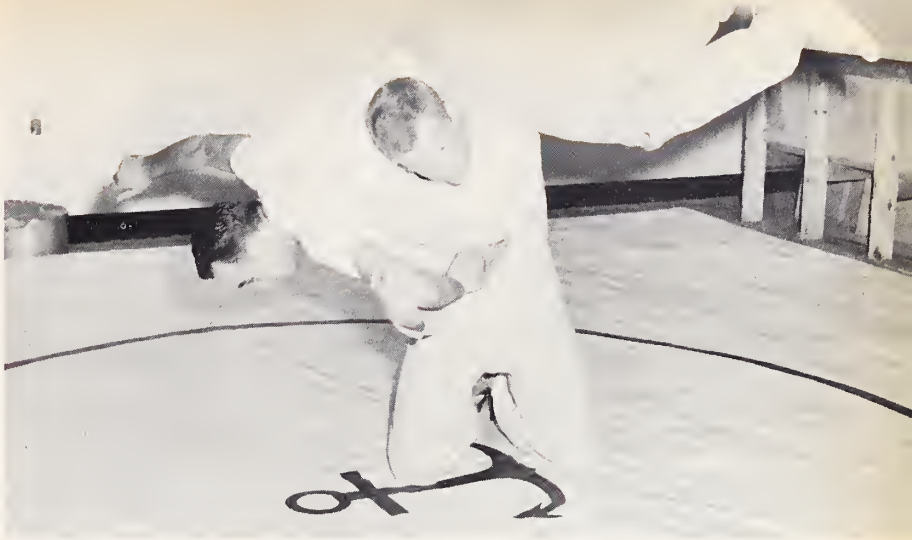
These many facilities encourage everyone in the area to keep physically fit.

Winners Are at SubBase Pearl

Any submariner can tell you there's not much room in his ship for football, or basketball, or baseball, or most other popular recreational-sports activities. He can also tell you that it really doesn't matter, for two good reasons:

- Even if there were room, there wouldn't be time.
- Duty in a sub at sea offers a change of pace from the rigorous sports activities available to submariners when they're in port.

The second of these two points is amply documented at the Submarine Base, Pearl Harbor, Hawaii.



WINDING UP — Wrestling holds interest of these Great Lakes Navymen.

Last year, for example, 31,105 Pacific Fleet submariners and Navymen attached to the Pearl Harbor sub base participated in 22 different intramural sports events.

Of these athletes, 29,722 competed for team and league honors in intramural basketball, touch football, bowling, softball, volleyball, swimming, and track and field events. The remaining 1383 participated in individual sports, such as table tennis, pistol and skeet shooting, archery, shuffleboard, badminton, golf, handball, horseshoes and tennis.

In addition to the intramural events, many Pacific submariners play varsity ball on topnotch SubPac "Raider" teams.

Last year, SubPac's varsity softball squad won the Hawaiian area and Western Regional tournaments, then moved on to All-Navy competition. The varsity baseball team also enjoyed a successful season, winning both Hawaiian Interservice League and Hawaii "world series" honors.

This year, SubPac's varsity basketball team won the Hawaiian Armed Forces Senior Invitational League after chalking up a record of 28 wins and two defeats, then went on to capture All-Navy honors and second place in the inter-service tournament (Army nosed out SubPac in the finals).

GOOD CATCH — Pearl Harbor submariner holds up fish landed from deep sea recreation fishing boat.



Barber's Point in the Swim

A report on sports and recreation at NAS Barber's Point, Hawaii, would be incomplete without mentioning its wonderful beach facilities. Hawaii is famous for its beaches and surfboard riding, and Barber's Point boasts the finest surfboarding in the world for beginners—all the year-round.

Besides this main attraction, 12 commands stationed on the base annually produce 70-odd teams for competition in 10 intermural sports, and varsity teams in as many sports participate in interservice, intercollegiate and A.A.U. competitions.

Competition in bowling, basketball, volleyball, flag football, softball, ping pong, badminton, horseshoes and tennis begins at command intramural level, with the various departments within each command pitted against one another.

The commands attached to NAS select teams to compete in the base intermural league, with an eye toward winning the Naval Air Hawaii



WHAT NOW — Men of *USS McMorris* (DE 1036) try ancient art of Kendo.

Athletic Excellence Trophy.

This program is managed by a board of governors composed of representatives from each attached command. The board meets at least once each quarter to set seasonal schedules and convenes each spring to formulate the over-all program for the coming year.

Varsity teams are comprised of men from all commands on the base. Teams are entered in naval district or interservice leagues in baseball, basketball, swimming and diving, football, track and field, volleyball, tennis, golf, wrestling and boxing.

The best recent performance of a varsity team was recorded by the 1962 swimming and diving squad, which defeated all service teams in the Hawaiian area.

With over 2000 men partaking of organized sporting activities, a successful physical fitness program at NAS Barber's Point seems assured.

Nevertheless, a program to stimulate further interest has been instituted. It provides for letters of merit, signed by the commanding officer, to be awarded for outstanding achievements.

Voluntary programs for physical fitness are encouraged and, in some cases, short periods of compulsory exercises are carried out.

Near the fine white sands of Nimitz beach is a lawn area complete with locker rooms, sports fields and picnic areas with barbecue pits. Until someone invents a new form of recreation far superior to any we know of to date, beach outings will remain the unchallenged favorite for recreation at Barber's Point.

San Diego Is Home of Champs

When mentioning who's who and what's what in Navy athletics, the San Diego area must drift into the conversation.

San Diego has been the home of past title-winning teams and individual champions in a wide variety of sports. These include three national Golden Gloves championship teams, a number of Olympic medal winners and a host of other firsters in inter-service, All-Navy and AAU competitions.

Last year the San Diego-based uss *Sperry* (AS-12) won All-Navy honors in softball, and in 1961 NAS North Island captured sea-service honors in this sport.

Seven times in eight years San Diego teams won championships in regional Golden Gloves competitions. Three out of four years the same boxers won team honors at the National Golden Gloves finals in Chicago.

San Diego's championships are seasoned in a 26-acre layout five blocks from the heart of the city—the Navy athletic field. Among its facilities are five softball and three baseball diamonds; two gymnasiums with basketball courts; a boxing gym; two fields for touch football; a 50-meter Olympic size outdoor swimming pool; bowling alleys and two field houses.

In a typical year 36 basketball, 34 bowling, 39 softball, 17 touch football, nine baseball, seven tennis, and 16 golf teams are in action at San Diego.

Golf is played on the San Diego Navy course 10 miles from the center of town. Facilities include an 18-hole championship course and a less demanding nine-hole course, plus a driving range, putting greens and clubhouse.

At the adjacent recreation center are picnic facilities for 1500 persons, softball diamonds, basketball courts, horseshoe pits and another 50-meter swimming pool.

Heavy support for area teams comes from the 20,000 personnel stationed at Naval Training Center, San Diego, during championship playoff time.

NTC concentrates on sports activities in which everyone participates —from the newest recruits to the saltiest seafarers.

For that reason, perhaps, the station has ranked among the top in 11th Naval District athletic excellency for the past seven years.

NTC's varsity basketball squad plays a 35-game schedule, including 15 games against college teams, two AAU meets and 18 service matches. The varsity bowling team participates in 21 service league matches, followed by service and civilian tournaments.

Other scheduled varsity activity consists of the following:

- Golf: 22 matches, including 12 college and 10 service, plus three service tournaments.
- Judo: Nine matches, including five civilian and four service, plus eight tournaments.
- Softball: 41 games, including 20 civilian and 21 service, plus three tournaments.
- Swimming: Eight meets, including seven civilian and one military. Two NTC men are now training for Pan American and Olympic teams.
- Tennis: 18 matches, including 10 civilian and eight military, plus three tournaments.
- Volleyball: Eight service competition, plus one tournament.
- Wrestling: 10 tournaments (eight civilian, two service).

Sixty pistol and 70 rifle meets are entered annually by NTC teams. In addition, women's varsity squads are organized in bowling, golf, rifle shooting, tennis and volleyball.

There is every bit as much activity in intramural sports at San Diego.

Competition is organized in basketball, six-man tackle and flag football, golf, handball, squash, softball, ping pong, tennis, track, volleyball and weightlifting.

The physical fitness program at NTC is run on a tournament basis between three attached commands, with the accent on developing physical stamina and endurance in a sustained program.

There is always some sports activity just around the corner.

Packers Pack Action

At the Naval Air Station on North Island, San Diego, the COMNAVAIRPAC varsity teams are known as the NAVAIRPAC Packers. The Packers field teams in softball, basketball, golf, bowling, tennis and pistol/rifle competition.

In addition to local service competition, the Packers' schedules include local colleges and universities as well as other civilian teams in the surrounding communities.

During recent years the Packers have distinguished themselves in Navy competition. For instance, in 1960 and 1961 the softball team competed in the All-Navy competition as the West Coast Regional Representative and won the All-Navy softball crown for 1961.

The varsity Pistol/Rifle Team was the All-Navy Champion for last year --for the second consecutive year.

COMNAVAIRPAC also sponsors an inter- and intramural program in which teams compete for five identical Athletic Excellence Trophies. The trophies are awarded on the basis of man-hours of participation and success in competition.

PhibPac Keeps Players Busy

Pacific Amphibious Force basketball fans at San Diego have something to anticipate when the basketball season rolls around.

During the 1962-63 season, for instance, the Invaders played a 28-game schedule. The Invaders' season record was 25 wins, three losses.

Eleven games on the COMPHIBPAC schedule were Eleventh Naval District major league basketball games.



TABLED MOTION — Members of CruDesLant staff enjoy table tennis.

COMPHIBPAC varsity sports include bowling, basketball, softball, pistol firing and volleyball. The intramural program includes these sports and, in addition, tennis, flag football, swimming, badminton, horseshoes, table tennis, rifle firing and golf.

Special interest sports at COMPHIBPAC include sky-diving, wrestling, boxing, gymnastics and judo.

CruDesPac Goes International

The sports program of the Pacific Cruiser-Destroyer Force has an international flavor. Ships and staffs of CRUDESPAC not only compete against each other in sports such as basketball, football, softball, swimming, bowling and small-arms firing, but they often compete against teams from foreign cities and service establishments while deployed.

While in the States, men from CRUDESPAC ships from the San Diego-Long Beach area participated in the AAU boxing tournament at San Diego during January and February of this year.

HOT SHOT — Hoopster from NATC, Patuxent River, Md., lays one up during contest to decide area champs.



Two men from USS *Galveston* (CLG 3), bantamweight Bill Bazemore and light welterweight Ted Brockman fought in the finals.

On the international scene, during a goodwill visit to Bangkok, Thailand, last year, men from USS *Towers* (DDG 9) played two basketball games and one soccer match with Thai teams.

Towers personnel also demonstrated U. S.-style football for the Thai public.

USS *McMorris* (DE 1036) sailors played basketball, softball and football games with local teams from the countries they visited. The playing schedule included games with the University of Negros and Lasalles College, both of Bacolod, Philippines.

McMorris crew members also learned the Japanese arts of kendo and judo from Japanese opponents.

A bowling team from USS *Saint Paul* (CA 73) won the Commander Naval Forces Japan annual bowling tournament in April 1962.

A perpetual trophy was established in 1962 for athletic competition between the CRUDESPAC station ship at Hong Kong and the British Naval Base HMS *Tamar*.

Last year, the station ship USS *Black* (DD 666) defeated HMS *Tamar* 69-48 in a swimming meet.

Hallow Wilson, SH3, USN, from USS *Bryce Canyon* (AD 36) represented the United States against Soviet wrestlers in Iran in May 1962.

While assigned as a weather picket



WHAM — Navy player fouls one during intramural play at Sangley Point.

ship during Operation Deep Freeze, USS *Durant* (DER 389) fielded basketball and baseball teams against local teams at Dunedin, New Zealand, in September 1962.

Meanwhile, back at the ranch, the COMCRUDESPAC Staff has organized varsity teams in basketball, football and softball which participate in leagues of service teams from the San Diego area.

Staff bowling teams engaged in intramural competition.

Although CRUDESPAC ships are deployed throughout the Pacific and an over-all related sports program involving all units is difficult to achieve, its Navymen and their dependents have access to considerable athletic and recreational equipment and facilities and can take advantage of many organized sports programs.

Pensacola Is Busy All Year

The U. S. Naval Air Station at Pensacola, Fla., has both the climate and the facilities which are conducive to impressive sports programs.

The Pensacola *Goslings*—varsity sports competitors—conduct Admiral's Cup competition in basketball, bowling, tennis, pistol firing, golf, softball, swimming and volleyball.

The *Goslings* are also members of the Gulf Coast Inter-service Sports Association, which provides competition in baseball, softball, volleyball, swimming, tennis, pistol firing and basketball.

For intramural activities, NAS Pensacola teams vie with each other in the Captain's Cup Competition.

Various units of the Naval Air Station support teams in softball, basketball, touch football, badminton, golf, handball, horseshoes, swimming, table tennis, tennis, volleyball and pistol.

There has been so much interest shown recently in field hockey that it will probably be added to Pensacola's program.

When NAS Pensacola Navymen aren't competing in organized sport, there is plenty of opportunity to become proficient in—or just plain enjoy—handball, swimming, squash, water skiing, boating and fishing.

Most of the sports available to Navymen are also available to their dependents, and a well-developed youth program has been pushed forward during the past few years to take care of the younger generation.

NAS Pensacola is well supplied with facilities for providing an extensive sports program.

A fine golf course, adequate for championship play, is available to all personnel. It was the site of a PGA-sponsored Pro-Am tournament on 6 Mar 1963.

The All-Navy Golf Tournament will be held there from 17 to 20 September of this year.

Other facilities include five swimming pools (three outdoors and two indoors), two swimming beaches, one ski beach, a fishing camp complete with all facilities and equipment, two lighted softball fields and a football stadium, 11 bowling lanes in two alleys, 14 tennis courts, two indoor squash and two indoor handball courts, plus a gymnasium.

Lajes NAF Is Small, Powerful

The Naval Air Facility, Lajes, is a tenant activity of the Azores Air Transport Station, Military Air Transport Service, and the only naval activity under the jurisdiction of the Azores Fleet Air Command—only 120 men are assigned to it.

In spite of its diminutive size, NAF placed three members on the Azores Air Transport Station varsity softball team and two on the station basketball team—not bad considering that NAF men represent only about six per cent of all AATS military population. Both varsity teams traveled to the United States to take part in MATS tournaments.

NAF men at Lajes participate in basketball, bowling, boxing, golf, softball, touch football, volleyball and sports classified at Lajes as minor, such as tennis, handball, badminton, squash, table tennis, shuffleboard and pool

With the exception of boxing, from 10 to 26 NAF men participated in these sports—a total of 75 per cent of all NAF personnel.

In addition, 80 per cent of NAF Navymen took part in unit volleyball competition with teams representing various shops or departments of the facility.

In bowling, softball, volleyball and the minor sports, NAF placed from first to third in AATS intramural competition.

Edisto Develops Slick Sport

During the spirited and slippery ice touch football season on USS *Edisto's* (AGB 2) McMurdo Sound home field, the ship's eight six-man teams took to the frozen wastes to buck and ram their way through a rugged 30-game schedule.

In this frigid Antarctic summer league, where the ballpark lights shine 24 hours a day, it's common to find the two leagues battling it out at almost any time they can squeeze in an hour or two.

The ice has put a few twists into the old sandlot game. The first-time viewer of ice football might see it as only an uncontrollable comedy, and not realize the determination behind each play. On the treacherous ice, where the small 20- by 60-yard

field looks and quickly feels like an acre, one hand is all that can be spared for the tag. All six men, if fortunate enough to make it past the line of scrimmage standing up, are eligible pass receivers.

Other modifications to the rules include a cut in penalty yardages, 15-minute quarters with a continuous clock (time-outs called by the referees only for injury or long enough to fish man or ball out of seal holes) and free substitution.

Yet, even with the modifications, anyone who has played on the ice will agree that getting the ball downfield is often more miracle than skill.

As the season progresses the benefits derived from this form of recreation become increasingly evident. Everyone is given a chance to work off the excess energy he's built up and forget for a few moments the endless shipboard routine.

A good end run does a lot to restore one's perspective, especially around the 125th day below the Antarctic Circle.

Yogi Palace at Whidbey

Sportsmen at the Naval Air Station at Whidbey Island, Oak Harbor, Wash., focus their attention on Ault Field's "Yogi Palace."

Here are located a basketball court, two shower rooms, steam and drying rooms. There is also an exercise room equipped with a boxing and wrestling ring, two speedball stands, a body bag, wall weights, barbells, dumbbells and exercise boards.

Equipment is also available for those who enjoy softball, football, volleyball, tennis, badminton and horseshoe pitching.

An 18-hole championship course is provided for Whidbey golfers. Those who don't own their own clubs, bags and carts can rent them for a nominal fee.

For Navymen who want to enjoy the scenery at a slower pace than that provided by the horseless carriage, NAS Whidbey maintains a stable of carriageless horses—15 of them—which can be rented for a nominal fee.

The Special Services building has a six-lane bowling alley equipped with automatic pinsetters. There is also a four-lane alley open at the Seaplane Base for evening bowling.

During working hours, Whidbey flight crews learn the art of water survival in the combat survival tank, but during off-duty hours, a lifeguard appears and, presto, instant swimming pool. It is used for recreational swimming and instructing local youth groups.

Various squadrons and NAS teams at Whidbey engage in intermural sports competitions and tournaments.

The Whidbey Jets basketball team, made up of officers and enlisted men from Whidbey-based squadrons and NAS personnel, won the 13th Naval District Inter-service Basketball tournament for 1962-63.

The 13th Naval District Volleyball tournament was played at NAS Whidbey.



MANPOWER — Sailors at NTC, San Diego, practice the art of whaleboating.

LA Takes Yokosuka Boxers

In spite of her busy operational schedule with the Seventh Fleet, uss *Los Angeles* (CA 135) and her stalwart athletes always seem ready and able to snag another trophy when they turn up in Pacific ports.

Such an instance occurred again recently when the heavy cruiser tied up at Yokosuka, Japan, just in time for the Commander U. S. Naval Forces, Japan, boxing tournament.

Comparatively inexperienced, and outclassed on paper by the resident Yokosuka Seahawks boxing squad, whose numbers include several All-Navy finalists and semi-finalists, the cruiser's ten-man team set themselves to the task of narrowing the odds margin, beginning with pre-dawn five-mile road workouts.

When ringtime came, the underdogs had developed enough heart and wallop to sweep aside their competition and win the tournament, plus producing the meet's outstanding fighter, Seaman E. D. Quitazol (light welter), who won a trophy with that inscription.

In all, the *Los Angeles'* team, under the coaching of Ensigns T. M. Webster and K. W. Visser, amassed 14 trophies. Members of the squad are: L. I. Mahuiki, GM3; R. D. Williams, SN; R. K. Lee, SN; R. A. Orf, SN; T. A. Ramsey, SN; L. L. Greenman, SN; F. S. Freeman, SN; A. L. Lacey, SA; E. D. Quitazol, SN; and J. J. Tayros, SN.

Since her arrival in the western Pacific, *Los Angeles* has also produced basketball and softball teams which are undefeated against all comers in Fleet competition, and a highly praised judo team.

WATCH THE BIRDIE — Navymen stationed at Yokosuka enjoy game of badminton in base's rec facility.



THE BULLETIN BOARD

Changes in Examination Procedures Improve Your Chances of Advancing

Two changes in the enlisted advancement procedure mean better advancement prospects for those who pass the exams.

As of the last February exams for grades E-4 through E-6, secondary advancement dates are being used to raise the ratings of many of those who passed (in February) but were not advanced on the primary advancement date of 16 May due to quota limitations.

Next year, examinations for CPO (E-7) will be held twice (February and August) instead of once, and twice each year thereafter.

Here's the advancement schedule now in effect for grades E-4 through E-6:

Exam	Primary Advancement Date	Secondary Advancement Date
February	16 May	16 July
August	16 November	16 January

These same primary and secondary advancement dates will be used for E-7 examinees beginning next year.

Men advanced in the secondary increments will be considered to have been advanced in May or November, rather than July or January, for purposes of final multiple computations, and for determination of eligibility and time in rate for future advancements.

Terminal eligibility dates remain as 16 May for February exams, and 16 November for August exams.

Also effective in February, profile cards are being furnished only to those who fail the exams.

Foreign Language Training Available for Officers

If you're an officer who could fill one of many important military/diplomatic billets providing you had the necessary foreign language qualification, now's the time to check into the various programs offered by the new Defense Language Institute.

Effective 1 Jul 1963, the Institute will be responsible for all foreign language instruction for U. S. military personnel, replacing various language schools administered by individual service branches. Courses ranging in length from 19 to 60 weeks are conducted under Institute administration at Defense Language Schools in Monterey, Calif., and Washington, D. C.

Under the program, instruction will be offered before assignment to billets requiring language proficiency. All officers on active duty, both Regular and Reserve, may apply .

Each applicant must agree to serve on active duty at least one year for each six months or fraction thereof of language instruction received. This is in addition to the obligated service incurred upon commissioning.

In the case of Reserve officers who have completed their initial obligated service and are serving on voluntary active duty extensions, the extra obligated service incurred through language training will commence on the date such training is completed.

If you're interested, your letter of application, accompanied by a Language Qualification Form (NavPers 584, New 8-53), and Officer Preference and Personal Information Card (NavPers 2774, Rev. 5-62), should be submitted to the Chief of Naval Personnel (Pers B-136).

Normal requisition procedures should be used to obtain Language Qualification Forms and Officer Preference and Personal Information Cards from the Naval Supply Centers at Norfolk, Va., and Oakland, Calif.



There's A Trophy for You If You Can Qualify

Since 1954, Navymen have been awarded trophies for individual athletic achievements. The sports for which the trophies are given include bowling, golf, baseball and softball.

The regulations and eligibility requirements for these awards are published from time to time in the *Special Services Newsletter*. Because that publication has limited distribution, here's a summary of the rules governing eligibility for the Navy trophies:

Eligibility—All naval officers and enlisted men and women, except NROTC and USNA midshipmen, on active duty for 90 days or more are eligible. Dependents of all eligible personnel may also apply for the awards. (Marine Corps personnel and their dependents are not eligible for BuPers Athletic Achievement Awards.)

Bowling—Men may apply for a bowling trophy for rolling a '300' game or '700' series (scratch) in ten-pins. Waves must roll a 300 game or a three-game series of '600' (scratch). Requests should include verification by teammates or opponent and an official of the bowling alley.

Golf—For a 'hole-in-one' on the golf course, a Navyman may receive a trophy. The hole-in-one must be accomplished on a regulation golf course (one which has no more than five par three holes out of eighteen) or on a pitch-and-putt hole of more than 200 yards in length. Requests should include the score card properly attested by playing partners and the club professional.

Baseball—Baseball pitchers may earn a trophy by pitching a no-hit, no-run baseball game (nine innings or more) during regular league play.

Softball—And finally, softball pitchers may win a trophy by pitching a perfect game. This is a no-hit, no-run, no-man-reach-base softball performance (seven innings or more) during a regularly scheduled game.

Softball and baseball requests should include an authenticated score sheet.

All award requests should be for-

warded to the Chief of Naval Personnel (G11) via your commanding officer. For an idea of what these trophies are like, turn to the centerspread on pages 32-33.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 9—Announces revised per diem allowances for members of deployed units or detachments.

Instructions

No. 1133.16—Promulgates instructions for reenlistments, extension of enlistments and voluntary agreements to remain on active duty of enlisted personnel in the steward rating group who, upon expiration of current term of service, near 20 or more years of active service.

No. 1120.18I—Outlines the eligibility requirements and processing procedures whereby USN personnel may seek appointment to USN commissioned status through either the Integration or LDO program.

No. 1321.2D—Promulgates policies and procedures for the issuance of temporary additional duty orders which involve travel of officers and midshipmen.

No. 1440.5D—Provides current information and regulations concerning changes in rate and rating of enlisted personnel on active duty.

No. 1520.93—Describes the foreign language program and encourages officers to apply for instruction in foreign languages.

No. 1520.61A—States the policy of the Chief of Naval Personnel and describes procedures pertaining to participation in the annual Rhodes Scholarship competition of officers, midshipmen and NROTC students.

No. 5510.11—Describes procedures and responsibilities for the screening, selection and continuous evaluation of personnel involved in nuclear weapons and nuclear weapons systems.

Notices

No. 1070 (29 March)—Assigned jurisdiction over, and responsibility for, service and health records of Navy personnel not on active duty.

No. 1430 (29 March)—Provided information concerning the establishment of primary and secondary dates for advancement in rate and rating of enlisted personnel on active duty.

No. 1212 (4 April)—Established an enlisted designator "SU" to identify individuals who have graduated from basic submarine school and who are qualified to remain in training for eventual qualification in submarines and assignment of the enlisted designator "SS."

No. 1520 (4 April)—Solicited applications from officers and midshipmen for the December 1963 Rhodes Scholarship competition.

No. 7300 (11 April)—Directed attention to the requirements for submission of the Travel Information Card (NavPers 2850) at the time of separation or reenlistment.

No. 3590 (17 April)—Announced the schedule of, and the rules and procedures for, the conduct of the 1963 Fleet and All-Navy championship rifle and pistol competitions.

No. 1070 (19 April)—Announced advance changes in the format of sample release orders for officers and enlisted personnel to provide for the transfer of records of inactive personnel to the Naval Reserve Manpower Center, Bainbridge, Md.

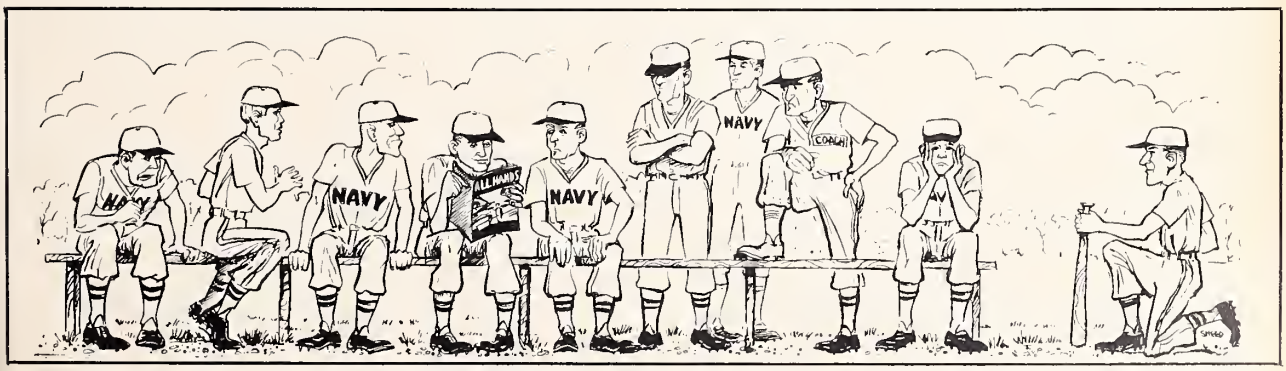
Choice Billets Open In EOD/NWD Programs

There is still a need for volunteers for the Navy's Explosive Ordnance Disposal/Nuclear Weapons Technician (EOD/NWD) Program. Enlisted men who are PO3s or above in the ratings of BM, GM, TM, MN, GMT, EN, EM or AO are particularly desired; however, owing to the shortage of personnel in the program, waivers of rating will be considered.

Additional primary qualifications for interested personnel are set forth in BuPers Instruction 1500.15D, pertaining to diving, and the *Catalogue of U. S. Naval Training Activities and Courses* (NavPers 91769F) pertaining to EOD/NWD. BuPers Inst. 1500.25G sets forth the class convening dates for the two schools.

The program, as its name implies, involves the disposal of ordnance materials and the handling of nuclear weapons. Since the work in many cases involves recovery of materials from underwater, personnel must also qualify as Divers Second Class and in Scuba. The training of volunteers requires 10 weeks at the Navy's Underwater Swimmers School, Key West, Fla., to qualify as DV2/SCUBA and 26 weeks at the EOD School, Indian Head, Md.

Duty stations available to grad-



BE A SPORT, pass along each issue of ALL HANDS Magazine to nine other members of our team who are waiting.

uates of the school are some of the best in the Navy—overseas shore stations, both Atlantic and Pacific; sea duty billets in EOD units at Charleston, S. C., and Pearl Harbor, as well as in CVs, AEs, ASs and ADs. (Some of the sea duty is so good there is difficulty in getting men to fill the shore duty billets in CONUS.) In addition, you receive $80.00 extra pay a month.

In part, BuPers Inst. 1500.15D sets forth the primary requirements:

- Be a volunteer.
- Possess or be eligible for a Top Secret clearance.
- Be physically and psychologically qualified for diving duty.
- ARI 55—MECH 50 (Combined total 105). (Interested personnel having lower scores may, if well qualified in other respects, request retake of basic battery or a waiver.)
- Test dive in deep sea diving suit.
- Be a certified Second Class swimmer or above.

If these qualifications are met, official requests should be forwarded via the chain of command to BuPers (Pers B21121) for determination of acceptance and assignment of a training class. There are openings in August 1963 and subsequent classes.



"And this time I don't want any gravy on top of the ice cream."

Latest List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

40 Pounds of Trouble (2210) (C) (WS): Comedy; Tony Curtis, Suzanne Pleshette.

The Quick and the Dead (2211): Drama; Victor French, Majel Barret.

Murder in Eden (2212): Suspense Drama; Ray McAnally, Catherine Feller.

Password is Courage (2213): Comedy Drama; Dirk Bogarde, Marie Perschy.

Destination Gobi (2214): Adventure Drama; Richard Widmark, Don Taylor (Re-issue).

Cimarron Kid (2215): Western; Audie Murphy, Yvette Dugay (Re-issue).

Black Bart (2216): Action Drama; Dan Duryea, Yvonne De Carlo (Re-issue).

Flesh and Fury (2217): Melodrama; Tony Curtis, Mona Freeman (Re-issue).

Loves of Salammbo (2218) (C) (WS): Melodrama; Jacques Sernas, Jeanne Valerie.

Wonderful to be Young (2219) (C) (WS): Musical Comedy; Cliff Richard, Carole Gray.

Karate, Hand of Death (2220) (WS): Drama; Joel Holt, Reiko Okada.

Days of Wine and Roses (2221): Drama; Jack Lemmon, Lee Remick.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

- USS *Barb* (SS 220)—A reunion for all who served on board during World War II is scheduled for 30 July—1 August, at Pascagoula, Miss. For details, write to RADM E. B. Fluckey, USN, 1326 Barger Drive, Falls Church, Va.
- USS *Santa Fe* (CL 60)—The 17th annual reunion will be held at the Statler Hilton Hotel, New York City, on Saturday, 12 October. For additional information, write to Frederick C. Jaissle, 18 Cedar St., Hudson, Mass.
- VF-8—A 20th anniversary reunion for those who served with the squadron on board USS *Intrepid* (CV 11) and *Bunker Hill* (CV 17) during World War II will be held 21-23 June at the Writers' Manor Motel, Denver, Colo. For details, write to R. Noel Mendoza, 1955 Laver Court, Los Altos, Calif.
- SACO—U. S. Naval Group China—The annual reunion for all members of SACO is scheduled for 2-4 August, in Washington, D. C. For more information, write to H. T. Hendrix, 6414 Crane Terrace, Bethesda 14, Md.
- NAMRU Two—A reunion for World War II members of Naval Medical Research Unit Two will be held at the Sheraton-Park Hotel, Washington, D.C., 25-26 October. For information, write to Robert H. Jackson, M.D., 10607 Miles Ave., Cleveland 5, Ohio.
- V-12, Ursinus College, Pa.—A reunion of former Navy V-12 men at Ursinus College is scheduled for 2-4 August. For details, write to Richard T. Schellhase, Alumni Secretary, Ursinus College, Collegeville, Pa.
- USS *Bon Homme Richard* (CV 31)—All who served on board during World War II who are interested in holding a reunion may write to Alfred Reo, P. O. Box 3939, Centerdale, R. I.
- USS *Kiowa* (ATF 72)—A 20th anniversary celebration is being planned. Those interested in attending may write to Ens K. J. O'Keefe, USN, USS *Kiowa* (ATF 72), c/o Fleet Post Office, New York, N. Y.
- *25th Seabees*—A reunion is being planned for former members of the 25th Seabees (3rd Bn, 19th Marines), with date and location to be decided. For further details, write to Don Blake, Court House, Winona, Minn.
- USS *Washington* (BB 56)—The sixth reunion will be held in Milwaukee, Wis., 4-7 July. For more details, write to Harry Midkiff, 483 12th St., Brooklyn 15, N. Y.
- *93d Seabees*—The 14th annual reunion will be held at the Sherman Hotel, Chicago, Ill., 29-31 August. For information, write to R. Klinger, 4104 North O'Dell, Chicago 34, Ill.
- USS *Hornet* (CV 12)—The 12th annual reunion will be held at the Mayflower Hotel, Washington, D. C., on 22 June. For details, write to Thomas Prophet, 518 Sixth St., Annapolis, Md.

The Al Jolson Story (2222): Musical; Larry Parks, Evelyn Keyes (Re-Issue).

Man in the Saddle (2223): Western; Randolph Scott, Joan Leslie (Re-Issue).

Yellow Sky (2224): Western; Gregory Peck, Anne Baxter (Re-Issue).

Thunder Cloud (2225): Western; Randolph Scott, Ruth Roman (Re-Issue).

West Side Story (2226) (C) (WS): Musical; Natalie Wood, Richard Beymer.

Term of Trial (2227): Drama; Laurence Olivier, Simone Signoret.

Legend of Lobo (2228) (C): Novelty; Narrated by Rex Allen.

Almost Angels (2229) (C): Musical Drama; Sean Scully, Vincent Winter.

The World in His Arms (2230): Action Drama; Gregory Peck, Ann Blyth.

The Mississippi Gambler (2231): Melodrama; Tyrone Power, Piper Laurie.

The Sleeping City (2232): Action Drama; Richard Conte, Coleen Gray.

Thunder Over the Plains (2233): Western; Randolph Scott, Lex Barker.

Taras Bulba (2234) (C) (WS): Drama; Tony Curtis, Yul Brynner.

The Hook (2235) (WS): Drama; Kirk Douglas, Robert Walker.

First Spaceship on Venus (2236) (C) (WS): Melodrama; Yoko Tani, Oldrick Lukes.

To Kill A Mockingbird (2237): Drama; Gregory Peck.

Winchester "73" (2238): Western; James Stewart, Shelley Winters (Re-Issue).

Wyoming Mail (2239): Action Drama; Stephen McNally, Alexis Smith (Re-Issue).

The Return of October (2240): Comedy; Glenn Ford, Terry Moore (Re-Issue).

Iron Man (2241): Drama; Jeff Chandler, Evelyn Keyes (Re-Issue).

Sampson And The Seven Miracles Of The World (2242) (C) (WS): Action Drama; Gordon Scott.

Doctor No (2243) (C): Suspense Drama; Sean Connery, Ursula Andress.

Showdown (2244): Western; Audie Murphy, Kathleen Crowley.

Mystery Submarine (2245): Melodrama; Edward Judd, James Robertson.

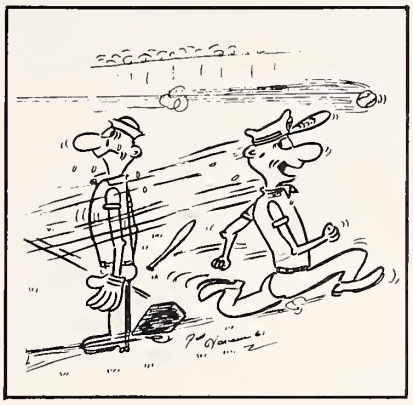
Two Flags West (2246): Western; Joseph Cotten, Linda Darnell (Re-Issue).

Has Anybody Seen My Gal (2247): Musical; Rock Hudson, Piper Laurie (Re-Issue).

The Desert Fox (2248): Drama; James Mason, Cedric Hardwick (Re-Issue).

Kiss The Blood Off My Hands (2249); Suspense Drama; Joan Fontaine, Burt Lancaster (Re-Issue).

All-Navy Cartoon Contest
Peter A. Hansen, EN2, USN



"Attention!"

Service Rating Changes To Affect ATs and AQs

Five service ratings previously held only by men in pay grades E-4 and below have been extended to the E-5 level. (Continued on next page.)

The Right Amount and Right Kind of Foods Keep Spirits Up, Weight Down

HOW MANY CALORIES do you need? As pointed out already, it depends on your daily output of energy. However, on the average, the following comparative daily caloric requirements apply to most people.

	Men	Women
Reducing Diet	1800	1500
Indoor Work	2500	2100
Outdoor Work	3000	2500
Heavy Manual Labor	4500	3000

While limiting your calorie intake, you should make sure that your diet is balanced—that is, eating various foods that are good for your strength and stamina, your teeth and gums, and general health.

There are seven basic food groups. Here are some examples of each, along with suggested daily amounts that will make up a well-balanced diet:

- Green leafy and yellow vegetables and fruits—one or more servings.
- Citrus fruits (oranges, grapefruit, lemons) or equivalents (tomatoes, green salads, berries)—one or more servings.
- Other vegetables and fruits—two or more servings.
- Milk—two cups; ice cream, cheese (not including cream and cottage cheese)—one serving.
- Meat or equivalent (fish, poultry, eggs, dried beans and peas, nuts)—four ounces or one serving.
- Bread, flour, cereals (whole grained, enriched, restored)—four to six slices or equivalent.
- Butter or fortified margarine—five pats.



". . . and the food and service here are just out of this world."

The Navy makes a special effort to provide you with an attractive, well-balanced selection of food. And, physicians and dietitians are constantly at work developing nutritional requirements that preserve the highest state of efficiency for those who have excess weight in relation to natural body build.

If you're overweight, pass up the high calorie dishes. Many mess halls now have low calorie meal selections designed to help you feel good—and look good—while filling your nutritional requirements.

Affected by the change are PO2s in the general ratings of Aviation Electronics Technician (AT) and Aviation Fire Control Technician (AQ).

Effective 1 Apr 1963, the AT2 and AQ2 rates were specialized into ATN2 (Radio and Radio Navigation Equipment), ATR2 (Radar and Radar Navigation Equipment), ATW2 (Airborne CIC Operator), AQB2 (Bomber Director), and AQF2 (Fire Control).

The word on what the changes mean is contained in BuPers Notice 1440, dated 22 Mar 1963. Here's a summary:

• **Advancement**—The changes will show up in the August 1963 Fleet-wide advancement exams.

• **Qualifications**—*The Manual of Qualifications for Advancement in Rating* (NavPers 18068-A) has been revised to reflect the change. In general, the old AT2 and AQ2 qualifications have been modified to reflect the more limited scope of the service ratings.

• **Training Courses**—*Training Publications for Advancement in Rating* (NavPers 10052-5) outlines mandatory training courses and optional study materials for the specialist ratings. Candidates for advancement must continue to complete mandatory courses for applicable pay grades, as listed in the manual, even though the courses cover the broad general ratings.

• **In Service Training**—Various on-the-job training programs should be changed at the command level to prepare men for advancement in appropriate service ratings.



"You mean this isn't one of those fly now-pay later flights?"

• **Pro Pay**—Those who were drawing proficiency pay when the changes became effective will continue to receive the extra money for the duration of the original awards.

Officer Fitness Report Revision Changes Dates, Tightens Requirements

Several wrinkles in the new officer fitness report program have been ironed out.

In general, the changes (to BuPers Inst 1611.12) include the following:

• New reporting dates for some officer grades. Changes in the planned convening dates of certain selection boards called for corresponding changes in some terminal reporting dates. Under the latest schedule, periodic reports are submitted annually on: Captains—31 March; Commanders—30 April; Lieutenant Commanders—31 May; Lieutenants—30 June; and Lieutenants (junior grade), Ensigns, Warrant Officers—28 February and 31 August.

• Clarification of the requirement that reporting seniors talk over with the officer on whom the report is written any comments that may be considered unfavorable. Reviews of reports already submitted on the new form have made it clear to selection boards that some clarification was needed regarding report comments, and the manner in which minor "weaknesses" are to be reported. If minor weaknesses are indicated, their nature must be explained and they must have been discussed with the officer concerned. If weaknesses have been included in the report but not discussed with the officer, a reason must be included.

• Clarification of the requirement for comments. In selection for promotion and assignment to duty, considerable weight is placed on remarks made in the comments section of the report form. "Do not leave this section blank," cautions the latest directive. Every effort should be made to present any relevant facts regarding evaluation. Comments should substantiate and be consistent with other marks in the report.

• Discussion of the distinction between regular and concurrent reporting procedures. Regular fitness reports are a function of military command, while concurrent reports reflect performance not necessarily in the direct military chain of command. Concurrent reporting conditions normally exist when an officer is ordered to additional duties under a commander other than his own immediate military superior. If all aspects of the officer's performance are covered adequately in a concurrent report, and the regular reporting senior has no meaningful evaluation to contribute, this concurrent report can serve as both regular and concurrent, by the regular reporting senior checking "regular" and initialing in Section 9 of the report, and signing in Section 23.

• Cancellation of student enrollment notices. With the changes to annual reporting periods for many grades, and additional latitude allowed for extending reporting periods, the need for student enrollment notices is no longer apparent. This requirement has been dropped.

Details of the program are contained in BuPers Inst. 1611.12 (CH-1).

Weightlifting Pointers

One recommended physical conditioning program that has become popular with younger men is weight training. Programs of weightlifting can be effective if properly administered, and are comparatively inexpensive for the amount of use that can be obtained from the basic equipment.

During the last few years, weightlifting has enjoyed unprecedented popularity since it was learned that the practice does not make a person musclebound or lessen his coordination. Many coaches now have their athletes train with barbells to improve ability in such sports as tennis, swimming, track and baseball.

Health enthusiasts find exercising with weights a challenge and a hobby that pays off. The beginner who sticks with his weightlifting exercises for three months or so is rewarded with an increase in main strength of 30 per cent or more, and extra inches on arms and chest. Emphasis in weight programs, however, should be on total conditioning, including muscular endurance, rather than building raw strength.

New Administrative Rating Opens Opportunities for Aviation Enlisted Men

Certain aviation enlisted men can soon enter a new Aviation Maintenance Administrationman (AZ) rating, which was approved for the establishment by the Secretary of the Navy on 16 March.

Men in the new rating will be trained for maintenance administration, a highly complex and exacting system for collecting, recording, processing and transmitting aviation maintenance data. A major aspect of the work will involve maintaining charts and analyzing trends of aircraft system and component failures.

Other duties required will be: plan, schedule and coordinate the aircraft maintenance workload; prepare and route work orders and inspection forms; schedule special and periodic aircraft inspections and incorporate changes and modifications to aircraft and equipment; set up and maintain status boards; collect, compile and record data pertaining to the history, operation, maintenance, configuration, receipt and transfer of naval aircraft and related aeronautical equipment; prepare reports and correspondence required in the aircraft maintenance program; determine requirements for, order, and control aircraft service kits; requisition publications, forms and microfilm; organize, maintain and operate technical libraries; and perform filing, typing and other clerical duties required in aircraft maintenance offices.

The analytic and programing functions of the rating distinguish it from that of an aviation yeoman type of billet. The only resemblance lies in typing and filing requirements.

Maintenance administration is currently handled by men in various aviation ratings, primarily AD, AM, AT and AE. Creation of the new rating will end the necessity of using men with technical skills in administrative work beyond the scope of their rating, and will contribute to better safety through improved management of certain maintenance operations.

The rating will probably be in service by the end of the year. Plans are for those, with the exception of avionics personnel, who are already experienced in maintenance administration to be considered for transfer to the new rating, at their request. Also, AZ Class A school will be established.

Billet requirements, according to the report of a recent study, are estimated at over 2440, broken down as follows: E-9, 18; E-8, 34; E-7, 285; E-6, 435; E-5, 610; E-4, 700; and strikers, 360.

Transfers may be made for rates up to and including E-7, with E-8 and E-9 slots eventually being filled by men serving in the rating.

The ratio of sea to shore billets in the AZ rating, as proposed in the study report, will be: sea duty, 56.6 per cent; CONUS shore duty, 35.6 per cent; and overseas shore duty, 7.8 per cent.

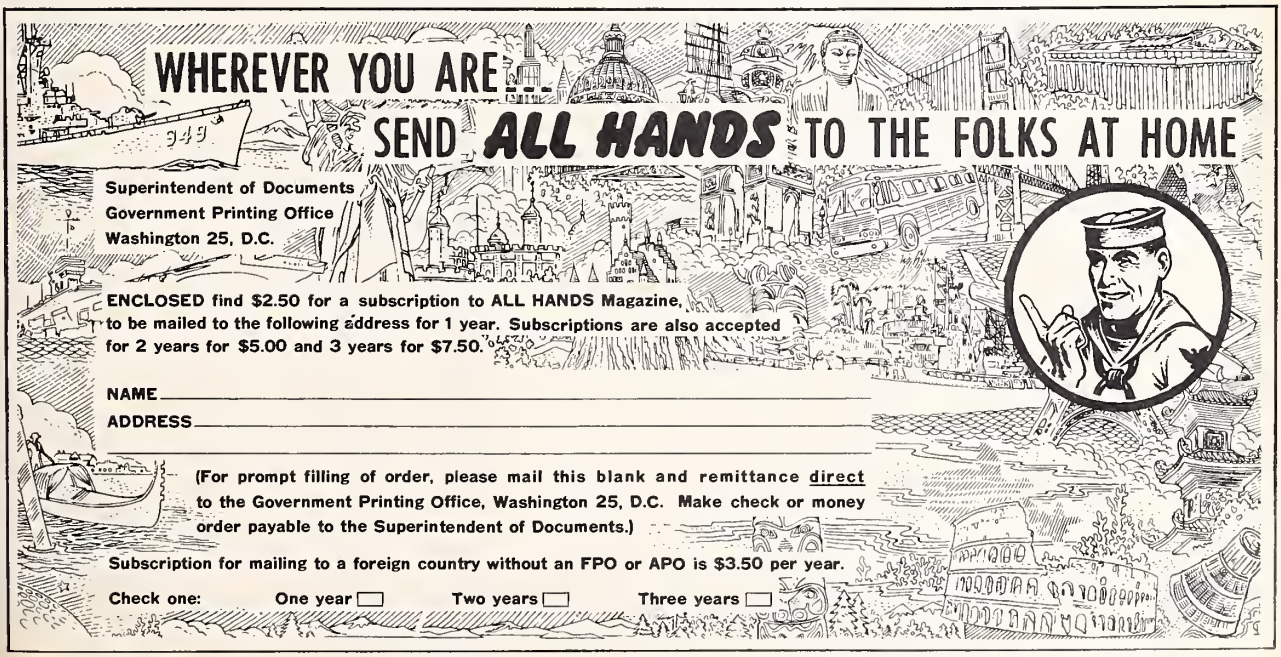
The AZ rating will be included in Group IX ratings, and the path of advancement will lead to LDO, Aviation Maintenance.

NROTC Selectees Set Sights For College and Navy Career

Nearly 2000 young men who graduated from high school will be going to college this fall under the Naval Reserve Officers Training Corps program. The prospective Navy and Marine Corps officers were selected from 20,500 qualified high school seniors who applied for NROTC last fall and participated in the Navy College Aptitude Test administered last December.

The men will enter 52 leading colleges and universities next September, receiving appointments as Midshipmen, USNR. After graduation they will receive commissions in either the Navy or Marine Corps.

Committees in each state comprised of a leading educator, a prominent civilian, and a senior officer of the naval service, select Navy-minded youngsters for NROTC training. This year's principal appointees include 1915 in all—plus 717 alternate candidates.



TAFFRAIL TALK

As our more acute readers may have noticed, sports, athletics and recreation (there *is* a difference) have occupied a large part of our attention in this issue of All Hands. However, the Navy is not exclusively brawn.

As evidence, we refer you to Judd A. Moss, EMC, who not too long ago earned the highest scholastic average—99.1—ever attained at the Great Lakes Electrician's Mate "B" School. One of the first to congratulate Chief Moss was his good friend Robert B. Larson, EMCM, who (10 years ago) recruited Moss from the deck force while in Norfolk. Then-FN Moss proved his Chief's estimate of his potentialities was correct when he promptly set an all-time 98.61 record mark at the EM "A" School.

Just goes to prove that a rolling Moss gathers lots of sparks.

★ ★ ★

USS *Tom Green County* (LST 1159) is not the one to forget tradition, wherever she may be. She isn't about to forget the recreational aspects of our physical fitness program, either.

Had you happened to be in Tso-Ying, Taiwan, a while back you would have seen, on *Tom Green County's* fantail, smoke curling up from an outdoor barbecue grill on which hefty Texas-size steaks were being prepared for the ship's company.

The occasion? Celebration of the 89th anniversary of the founding of Tom Green County, Texas, natch. To make everything homelike, the cook-out had all the essentials—picnic tables and benches, steaks, watermelon, baked beans, salad and all the fixings. Any native-born Texan visiting Taiwan at the moment would have felt right at home.

★ ★ ★

Not long after we began collecting material for our center-spread on U. S. Navy sports trophies, it became apparent that we would have more material than we could possibly use. We'd like to tell about one that got away.

When the San Diego Naval Training Center's trophy case reached the bulging point some years ago, it was decided to take an inventory before disposing of the 80-odd miscellaneous cups, bowls and plaques which had been accumulating from various sources since World War I. There were the usual awards symbolic of excellence in all manners of sports, but the prize was a spittoon-shaped trophy presented in 1930 by a seed company to the Center for having the best collection of sweet peas.

To the best of our knowledge, this has not yet become an international sport.

★ ★ ★

In spite of the vast strides in oceanographic research, the sea still retains many of its mysteries. So do many of the customs and phrases of the men who sail the sea.

A friend of ours dropped around to the office the other day and wanted to know the origin of the word "gedunk." After resorting to our favorite idea-lubricant, a cup of coffee, one of the old-timers seemed to recall a comic strip of many years ago (or was it? It doesn't seem long) called Harold Teen. In it, the teenagers made Pop's candy store their hangout. The soda fountain was called the gedunk. Any better suggestions?

And while we're at it, who was the genius who first dreamed up the mail buoy gag?

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwards of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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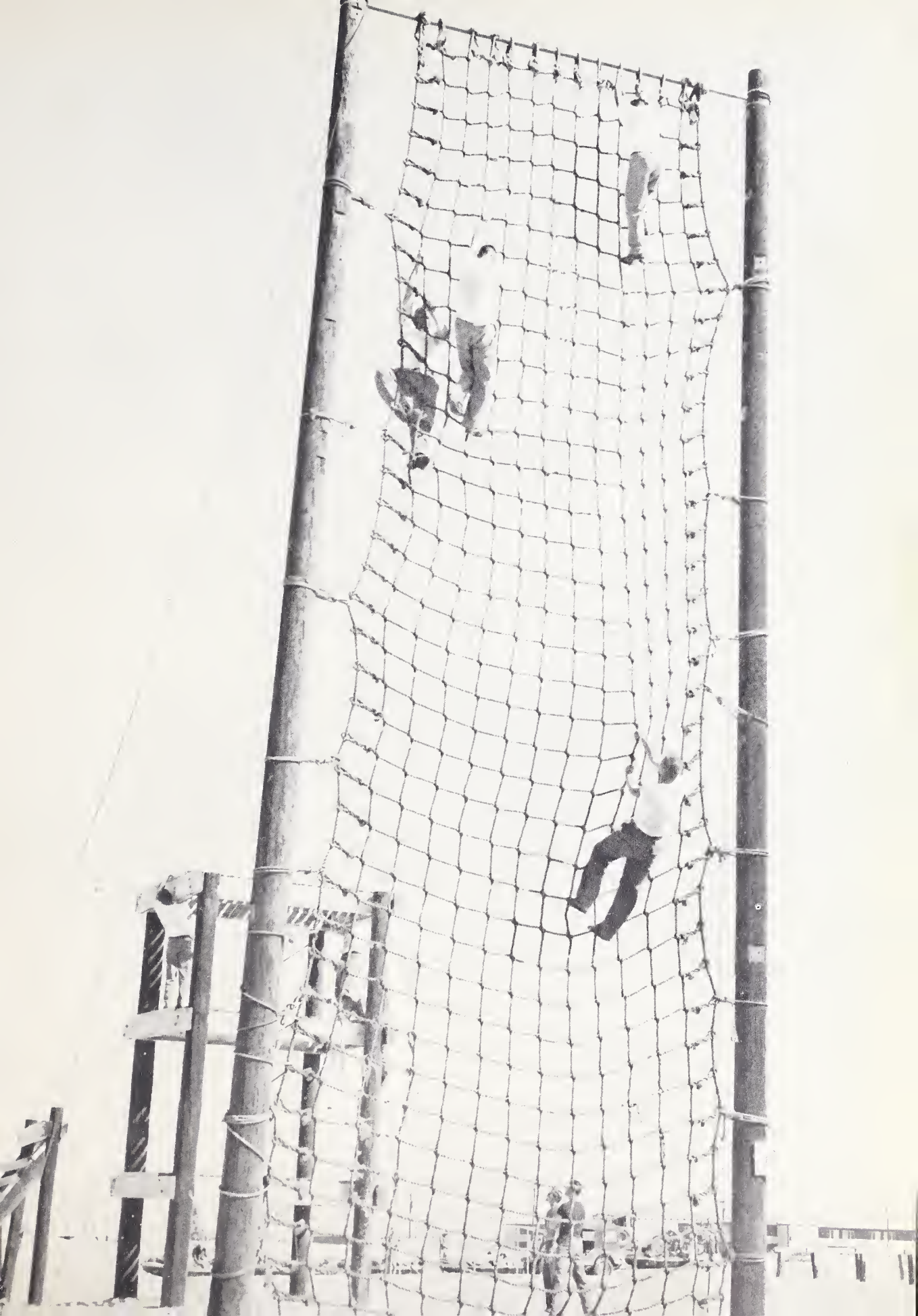
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• AT RIGHT: NET VALUE—Trainees for Underwater Demolition Team climb cargo net as part of their physical conditioning program, designed to ready them for the rugged duty ahead with Navy UDTs.



physical fitness









makes a STRONG NAVY



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JULY 1963 Nav-Pers-O NUMBER 558

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• **FRONT COVER: COLORFUL RETIREMENT** — Color guard bearing flags of our 50 states as well as CPO shipmates of Chief Signalman Lemond G. Perkins were on hand as the chief ended his Navy career on NTC San Diego after 22 years of service.

• **AT LEFT: TODAY'S NAVY?** The answer is yes! Dressed in uniforms of 1820, the U. S. Navy Band 'Sea Chanters' visit on board the sailing ship *USS Constitution*, oldest Navy ship in commission, berthed at the Boston Naval Shipyard, Charlestown, Mass. The choral group is from Washington, D. C.

• **CREDIT:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



THEY'RE LOADED — Crew members of *USS Ticonderoga* (CVA 14) take on supplies while underway at sea.

Getting Loaded

IF YOU HAVE NOT served on board a ship in the Pacific Fleet—and probably even if you have—you may never have heard of Task Force 73.

This Mobile Logistics Task Force supplies ships of PACFLEET with fuel, ammunition, food and general supplies. Task Force 73 also offers an important "extra" in the service department, transferring its wares to ships while underway at sea.

Since the days of WW II, the art of replenishing ships while underway has been developed into an exact science by the U. S. Navy. With this capability, ships of the U. S. Pacific Fleet are no longer dependent upon overseas shore bases for their logistic support.

Replenishing ships at sea is primarily the task of logistic ships specially designed and equipped for this highly specialized role. There are Fleet oilers (AO), ammunition ships (AE), refrigerated store ships (AF) and, last but not least, general stores issue ships (AKS).

The Fleet oiler is considered the "lifeline" of the Fleet. These floating filling stations each carry between four and six million gallons of petroleum, including both aviation and ship fuels.

Ammunition ships are capable of delivering every type of ammunition required by ships and planes of the Pacific Fleet. They handle everything from bullets and bombs to guided missiles. AE's are air-conditioned throughout and equipped with the latest types of safety devices.

Referred to as "reefers," stores ships are the seagoing supermarkets of the Fleet. These 450-foot long refrigerated ships stock a variety of more than 275 different foods, from meat and potatoes to canned goods and spices. Also included in their inventories are concentrated and dehydrated foods, such as frozen juices, instant potatoes, sliced canned bacon, and dry, synthetic vinegar.

General stores issue ships serve as hardware ships of the Navy. They stock 23,000 items for issue, ranging from electronic tubes to sheet metal; machinery parts to cleaning gear.

ON THE LINE — Carriermen of *USS Coral Sea* (CVA 43) stand ready to receive refueling hose and load of fuel from a Pacific Fleet oiler.



IN THE NEAR FUTURE these ships will be supplemented by a fifth member, the fast combat support ship (AOE). Now under construction at Bremerton, Wash., this ship will combine the ability to handle all types of ammunition with the ability to handle great quantities of fuel and some 500 tons of frozen food.

These logistics ships can easily be organized into complete replenishment groups to support a large task force of warships, or they can be assigned individually or in any combination to replenish ships on patrol or special missions.

The typical underway replenishment (UNREP) of an aircraft carrier task force commences several days before the actual rendezvous. A list of requirements from the ships in the task force is collected and dis-

patched to the commander of the UNREP task force.

The replenishment ships then steam at a course and speed that will place them at the rendezvous point shortly before the prearranged hour. This allows the combatant ships to move in alongside the supply ships without lost time.

FOR NORMAL DAYTIME replenishment, crews of the logistics ships begin their day at 0200. Replenishment rigging is checked and moved into position; transfer nets are spotted; winches, booms and cranes are inspected; material that is to be transferred is arranged within the ship so that it can be issued to the right ship at the right time.

This is an especially trying period for the crews of the reefer ships. They must begin breaking out dry provisions 24 hours in advance. Frozen foods must be removed from the giant refrigerators from six to eight hours before transfer and pre-loaded into delivery nets. The netloads of material are then arranged on the hatch squares in preparation for hoisting to the main deck and subsequent transfer to the receiving ship.

Soon after the first light of day, with all arrangements complete, replenishment commences.

While the aircraft carrier is receiving fuel from one side of the Fleet oiler, cruisers and destroyers use the opposite side. Four destroyers can be topped off while the carrier is taking on fuel. The refueling operation, as with all underway replenishments, takes place while the ships are moving at 15 knots.



'HASH SLINGERS' — Refrigerated stores ship *USS Sirius* (AF 60) highlines provisions to carrier during operations at sea in the Pacific.

Elsewhere, other combatant ships are receiving great slings of ammunition, food and general supplies. As one ship completes its replenishment, another ship quickly moves in and takes its place.

At the end of the day, the task force of fully primed and ready war ships goes on to accomplish its mission. The UNREP ships return to their forward operating base to replenish their own depleted stock and await the call that will send them out to resupply more of the Pacific Fleet's 400 ships in another part of the multi-million-square-mile area in which they operate.

Seapower throughout the trackless Pacific Ocean is vital to the security of the United States and her allies in the Western Pacific. It is through the efforts of these unglamorous, hard-working, virtually weaponless supply ships that the mobility of the U. S. Pacific Fleet is maintained.

ON THE MOVE — *USS Platte* (AO 24) takes on the job of refueling two ships at a time while underway.



Typhoon Detectives

ALTHOUGH NOBODY has yet been able to do much about the weather, there are people who can tell what kind is in store—and do a great deal about that.

Strategically based not far from the area where many typhoons are born is the United States Fleet Weather Central/Joint Typhoon Warning Center, Guam, a naval command under the Commander-in-Chief, Pacific Fleet.

The Navy and Air Force meteorologists working here cannot stop the terrific storms that boil up in the western Pacific, but they do watch, predict, and warn. These warnings permit military and civilian authorities throughout the area to ready their facilities for weather that may soon become hazardous to life and property.

The command is unique in that it is the only military command that combines the functions of a Fleet Weather Central, a U. S. Weather Bureau, and a joint command (Joint Typhoon Warning Center).

Fleet Weather Central, Guam, operates as a naval activity, while the Joint Typhoon Warning Center is under the direction of an Air Force officer. Working under one roof, they provide services which complement each other.

FWC analyzes weather information and makes forecasts and warnings within the Pacific Ocean area west of 160 degrees east longitude and extending south below Australia and north to 80 degrees north latitude above the Asian mainland.

It also disseminates routine weather information for the public and government of Guam (normally a function of the U. S. Weather Bureau), and the Trust Territory Islands. Meteorological support for Commander Naval Forces, Marianas, and oceanographic services for U. S. armed services are other duties of FWC.

In support of the Seventh Fleet and other naval units, FWC broadcasts routine weather forecasts and issues wind warnings and special forecasts as required. Facsimile broadcasts (the transmission of weather maps, charts, photographs) are also made regularly.

In June, direct readout equipment was installed, to make it possible for FWC, Guam, to obtain information from the *Nimbus* weather satellites. *Nimbus* will provide the FWC with a much-needed weather eye over the entire Pacific.

THE JOINT TYPHOON Warning Center does just what its title implies. It issues tropical cyclone warnings to all U. S. government agencies within its area of responsibility.

This area varies from that of FWC, extending from the international dateline on the east to the Asian coastline on the west, and south to the equator. Included in the center's duties are tropical cyclone research and preparation and distribution of the annual typhoon report.

Two weather instrumented aircraft squadrons, one Air Force and one Navy, operate in support of typhoon reconnaissance requirements. They are the Air Force's 56th Weather Reconnaissance Squadron located at Yokota Air Base, Japan, and Navy's Early Warning Squadron One (VW-1), based at the Naval Air Station, Agana, Guam. The 56th recon squadron flies B-50 aircraft and VW-1 flies EC-121Ks (formerly WV-2s).

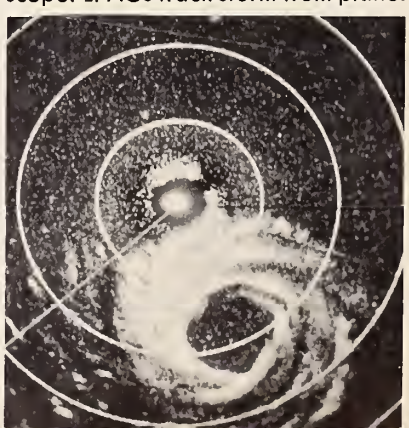
FWC AND THE Joint Typhoon Warning Center receive weather observations from civilian agencies, land stations, ships at sea, and aircraft of all nations over the Asian and Pacific area. Approximately 1350 weather reports are received daily. Navy and Air Force meteorologists maintain a 24-hour watch to analyze more than 30 weather charts a day based on these reports.

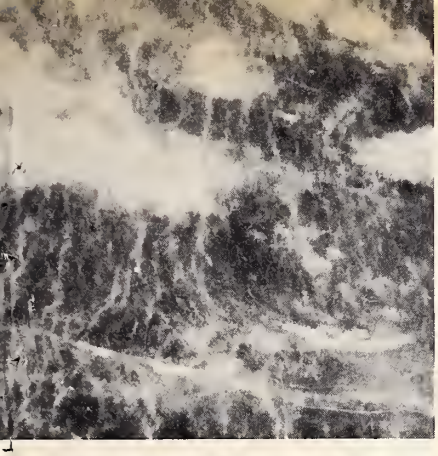
From these charts, the duty forecaster prepares warnings and forecasts for transmission by communication personnel.

The reports include the latest known storm position, maximum

BIG JOB — Cyclone photographed on scope. *L:* AGs track storm from plane.







winds, direction, speed, and probable positions of the storm 12, 24, and 48 hours ahead.

If the typhoon warning center at Guam should become unable to issue warnings, an alternate warning center at Fuchu Air Force Weather Central, Japan, takes over.

When typhoon Karen hit Guam in November 1962, the warning responsibility was passed to Fuchu, which responded so quickly that the scheduled warnings were on the air without a break in sequence. The warning center at Guam had accurately forecast Karen's track some 72 hours before Guam was hit, allowing islanders time to make maximum preparations for the big storm.

Other than the FWC at Guam, there are Centrals at Pearl Harbor, Kodiak, and Alameda. Their combined areas of responsibility cover the entire Pacific. FWC Guam is supported by two Fleet Weather Facilities, one at Sangley Point, P. I., and the other at Yokosuka, Japan. The Alameda FWC is supported by a weather facility at San Diego.

These are the Pacific FWCs and FWFs. Others are located at Suitland, Md., and Port Lyautey, Morocco. The Suitland FWC is backed by Fleet Weather Facilities at Argentia, Newfoundland; Quonset Point, R. I.; Norfolk, Va.; and Miami, Fla. FWFs at Keflavik, Iceland, and London provide support for FWC, Port Lyautey.

The procedures used by FWC, Guam, are much like those used by all Navy FWCs to protect aircraft, commercial shipping, fishing boats, and the people and property of a warning area, plus our own Navy's ships and stations.



→

GOOD SPOT — View over island shows section of Guam looking from Mt. Alutom towards Apra harbor.

Early Warning Cruise Ove

NEAR THE ARCTIC CIRCLE—somewhere between Iceland and Europe—a Navy crew is on duty, 6500 feet above the ocean.

Stars sparkle in the midnight darkness. Ice forms on the wings, props, and fuselage as the big aircraft passes through clouds in zero Fahrenheit weather.

Rising from a horizon of clouds at eye level with the airplane, the aurora borealis radiates a shimmering spectrum of light high in the sky.

There are 26 in the airplane, 24 regular crew members plus a photographer and a journalist. This flight is strictly operational, strictly routine. Crew One of AEWRON Eleven is patrolling the airborne early warning barrier in the North Atlantic.

And a topnotch crew it is. During the year 1962, Crew One led in two six-month competitions to win the Commander Barrier Force, U. S. Atlantic Fleet, "Outstanding Crew Award." The first crew to win the trophy a second time, it enjoys the added distinction of winning it in consecutive competitions.

Crew One mans a military modification of the "*Super Constellation*," EC-121K, formerly WV-2, *Warning Star*. Its unofficial Navy name is "Pregnant Camel" because radar equipment bulges very visibly from the top and bottom of its fuselage.

Generating a total of 13,000 horsepower from four engines, the EC-121K lifts about 70 tons of airplane, men, and equipment into the air in any kind of weather.

AS IT CRUISES along the barrier for 12 hours and more the *Warning Star* functions as a mobile, airborne radar station. It has generators providing enough electrical power to light a city block of apartment houses and a heating system capable of warming a block of residential homes.

Within the fuselage is a combat information center, a nest of men and machines that monitor the skies within a 250-mile radius and report every movement detected in the area.

Aboard the plane are bunks and seats where the crew members can rest when they are relieved from their positions. There is a flight galley for preparing hot meals. And there is ample space for storing parachutes, life-preserver vests, exposure suits, two big life rafts, fire extinguishers, and other miscellaneous items. Also stored in the airplane is the crew's luggage, which they would need if directed to land elsewhere than at the airfield from which they departed on the flight.

Runways may be packed with snow or glazed ice—storms may reduce visibility to absolute zero—a rash of mechanical failures may ground some of the airplanes—and still the crews must patrol the barrier day and night, every day.

Barriers are an ancient mode of defense. More than 2000 years ago work began on the Great Wall of China. For centuries the Chinese continued to build the massive barrier. When completed about the year 1600, it extended 1400 miles, 20-30 feet high, 15-20 feet thick.

EARLY WARNING SYSTEMS to prevent surprise attacks are constantly maintained in the Pacific, across North America, and in Europe. Radar devices scan the skies, and detect and identify all approaching aircraft. Interceptor aircraft and retaliatory weapons are poised to engage an enemy attack. The radar warning system and its back-up defense forces serve to discourage enemy attacks and the combined system of warning, interception, and retaliation is called deterrent-defense.

If the system were not extended across the North Atlantic, there would be a vulnerable "line" around which an enemy could attack. The G-I-UK Line (Greenland-Iceland-United Kingdom), patrolled by the Barrier Force Atlantic, fills the gap between the deterrent-defense systems in North America and Europe.

ON GUARD — *Warning Stars* set up barrier in North Atlantic skies. *Rt:* LTJG M. T. Giles shoots stars.





Barrier Atlantic

It is interesting to compare the Chinese Wall with the North Atlantic AEW barrier. The old wall was inert stone. The modern barrier is a living-moving force of men, aircraft, and electronic equipment. Compared in size, the Great Wall is dwarfed. The AEW barrier in the North Atlantic is more than 2000 miles long, 500 miles wide, 100 miles high.

APPROXIMATELY 25 crews compete for the COMBARFORLANT Outstanding Crew Award. Winning the trophy once is impressive. Winning it twice in succession is an unusual feat of consistently effective performance. Just to qualify for competition, a crew must accomplish at least 12 patrols during the six-month scoring period without a single aircraft accident or breach of communications security.

To surpass the other crews in two consecutive competitions, Crew One had to cope with more contingencies than a ball club encounters in repeating a pennant win. Three of the conditions of crew competition in the COMBARFORLANT league are weather, personnel changes, and just plain luck.

Unpredictable Arctic weather makes for hazardous conditions along the barrier. Almost without warning, storms of howling winds, lightning, and freezing rain or hail rage in the North Atlantic sky, then suddenly subside. Crews must fly according to schedule regardless of weather conditions however severe they may be.

Crew members come and go according to the Navy system of rotating personnel regularly, so that an entire crew of seasoned barrier veterans is only a theoretical entity. For instance, only six now remain of the 24 members who were in Crew One just a year ago.

Lady Luck may have her favorites among the barrier crews, as she does elsewhere; however, she seems generally to favor those who are thorough. No matter how carefully a crew inspects and maintains its aircraft and equipment, it is possible that unpredictable failures will occur, but they will occur less often. Whenever a crew fails to take off within 12 minutes of the scheduled time, they lose points in crew competition.

For evaluating crew competition, four performance factors are considered: readiness, radar, ECM (electronics countermeasures), and communications.

Readiness of the aircraft, its equipment, and the crew to fly the barrier on schedule amounts to 25 per cent of the total score. Another 40 per cent is computed from the radar contacts reported, and 10 per cent more



NAVIGATIONAL data is logged by ENS R. A. Garret; W. C. Coflin reports contact; copilot checks plane.









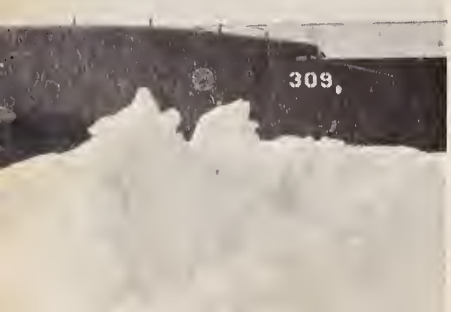
PLOTTERS C. D. Stroud and J. W. Ravan locate contacts. *Rt:* Radioman sends message back to headquarters.

from ECM contacts. The remaining 25 per cent of the score comes from evaluating the promptness and accuracy of properly transmitted radio messages.

CREW ONE'S PATROL PLANE commander, CDR Charles C. O'Hearn, USN, emphasizes the importance of each crew member working as a team man in the accomplishment of total crew responsibility. After years of experience and more than 5000 logged pilot hours, his formula for trophy-winning performance is to have a crew that is able and ready to "do the right thing at the right time."

It is not enough for each man to be expert at his own job. He also has to know about the jobs of all the other crew members, and understand how his work contributes to what the others do. Some men are cross-trained to handle two, three, or even more crew positions.

SNOW JOB — Operating in adverse weather becomes routine when flying the North Atlantic Barrier.



A FLIGHT BEGINS long before the aircraft actually gets into the air. Crews are on standby status for six hours before the scheduled takeoff. The flight engineers are at the hangar three hours before takeoff to inspect and pre-flight the airplane.

While the copilot is at flight operations to file the flight plan and pick up the weather report, the navigators are working on their charts. The PPC, CIC officer and his assistant, and radioman are at the BARFORLANT Operational Control Center where they are briefed on the foreseeable conditions and circumstances of their patrol.

Within 45 to 60 minutes before takeoff all members of the crew are aboard the aircraft completing final preparations for the flight.

The PPC, besides being the senior pilot, bears complete responsibility for the personnel and aircraft under his command while in flight. Now a 45-year-old veteran of 26 years' naval service, CDR O'Hearn enlisted in the Navy in 1936. He advanced step by step from Apprentice Seaman to Chief Aviation Machinists Mate, completed flight training, and became an enlisted pilot.

In 1946 he was appointed LTJG, and in 1947 the Navy sent him to study at Ohio State University under the Holloway Plan. Completing a normal four-year college education in 21 months, he graduated cum laude in the spring of 1949 and returned to duties as a naval aviator.

COPILOT LT Francis A. Harding, USN, flips a switch and illuminates the right wing. Ice is forming on it as he works the controls. A rubber boot along the leading edge inflates, breaking loose a crust of ice.

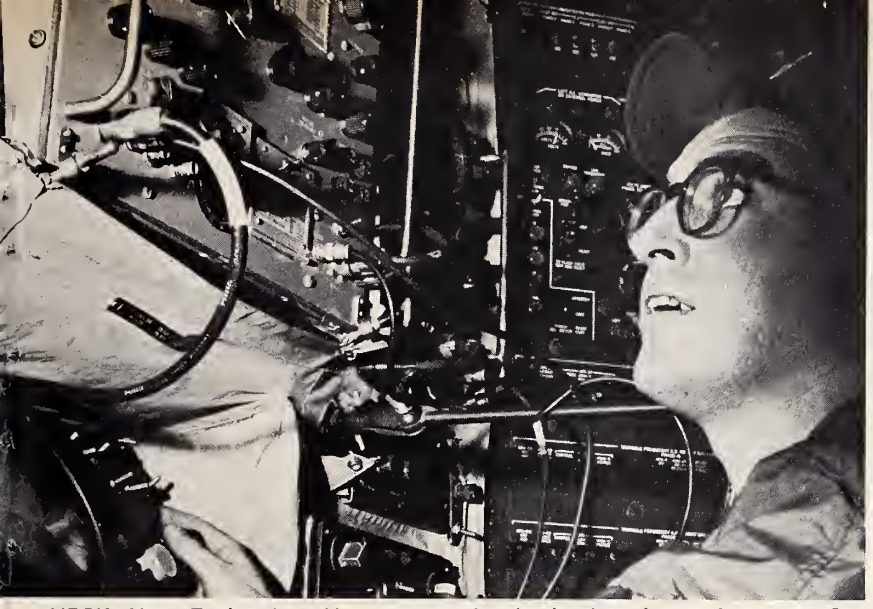
Flight engineers John Warren, AMM1, USN, and Philip Wilson, AMM2, USN, are at a panel of instruments and controls just behind the pilot and copilot. Basically, they operate the four engines of the airplane by controlling power settings and fuel mixtures. They also manage the distribution and balance of weight in the airplane, post log entries, note mechanical discrepancies to be fixed by the ground crew, and ensure that the airplane is ready for flight.

Navigator LTJG Michael Giles, USN, is at work near the middle of the cabin where there is a panel of instruments, charting table, periscopic sextant, drift sight, and other navigational aids.

Opposite him is the radioman position. Ted West, AET1, USN, and Stephen Ingram, AET3, USN, send an average of 65 messages during each patrol. In addition to handling message traffic they maintain electronic equipment used by CIC and the navigators, plus their own communications equipment.

ABOUT ONE-THIRD of the cabin space is occupied by CIC equipment and technicians. In darkness they read red-illuminated instrument dials and intently watch luminous flecks of green appear on the radarscopes. One radar antenna searches a circular area 500 miles in diameter while another antenna searches vertically to find the altitude of approaching aircraft.

Radar and ECM contacts are relayed to the plotting table and there changed into geographic locations.





CHECK UP — Technician H. L. McCasland checks electronic gear. *Rt:* J. H. McCarty enjoys steak dinner.

This information is checked by the CIC officer and then transmitted to the BARFORLANT Operational Control Center. Within but a minute or two after a contact is made, CIC must have its report in the Operational Control Center in the headquarters of Commander Barrier Force, Atlantic.

LT George Murphy is the CIC officer and Assistant CIC officer is Chief Air Controlman Leonard Downs. He alternates on watch with LT Murphy.

Aviation Electronics Technicians Harold McCasland and Norman Greene constantly check the electronic equipment to see if it is operating normally. Should repairs be needed, they have enough tools and spare parts aboard the airplane to correct most malfunctions and failures. They know their equipment.

THE REMAINING 12 members of the crew perform the same kind of duties, so that there are always eyes, ears and minds on the alert in the large aircraft.

Time passes in segments of work and rest on patrol. Each position is relieved at about three-hour intervals. During rest periods men may sleep, read, play cards, chat, or otherwise relax. If they are hungry, they can have a hot meal or a sandwich. It is most important to return to work refreshed and alert. "Constant Vigilance" is the watchword of the barrier.

Eventually BARFORLANT OpCon sends word that Crew One has been relieved on station. Soon someone sights the relieving plane coming to continue the patrol and everyone is happy to be heading for the hangar for a well-earned rest. The rest does not come immediately, however.

After returning from the barrier, an hour or so is required to clean up and post-flight the airplane. During that time the PPC, copilot, CIC officer and his assistant are in OpCon for debriefing. There they review the flight and discuss the crew's performance.

Finally, everything has been done and Crew One can return to the quarters they left some 18 hours earlier—weary—a bit disheveled—another bout with the weather won —another patrol successfully accomplished—knowing that for another day they helped keep the Free World protected behind the Atlantic airborne early warning barrier.

—Story by W. R. Green, JOCA, USN.
—Photos by M. C. Rankin, PH3, USN.



ON SCOPE — LT G. A. Murphy monitors radar. *Above:* A prized trophy.







The Fleet's What-Is-It Ship

The following report concerns USS Butternut *(AN9), which has staked out a few first, longest and only claims for herself. A brief historical sketch of the ship was given in the Letters to the Editor section of the February 1963* ALL HANDS. *This prompted the ship's first lieutenant, Ensign W. E. Keegan, III, to fill us in with more details on* Butternut.

WAR WORK — A net layer uses lifting power to repair a net protecting harbor from torpedoes in WWII.



WHEN *Butternut* pulls into port she usually sparks a standard question from waterfront visitors—"What is it?"

With a cluttered superstructure, part of which appears to have been added as an afterthought, the main deck laden with machinery, a bulging stern section, torpedo mounts, and two massive forward horns jutting upward and forward, *Butternut* looks like some weird seagoing vagabond squatting in the water.

She's an old-timer—so old that she claims to be the third oldest ship in continuous service since commissioning.

Grandma *Butternut* refuses to submit to age. This is one old dog that has learned enough new tricks to keep herself in demand even after the need for services for which she was designed has disappeared.

Though the net layer retains her designation and capability, she has not laid a net for several years. Harbor defense is accomplished by more modern methods today.

Proving her missile-age usefulness, *Butternut* is on the bandwagon for something as recent and modern as the *Polaris* program. She is assigned to the Naval Ordnance Test Station, China Lake, Calif., as support ship for the "Pop-up" program, for test and development of Fleet Ballistic *Polaris* missiles.

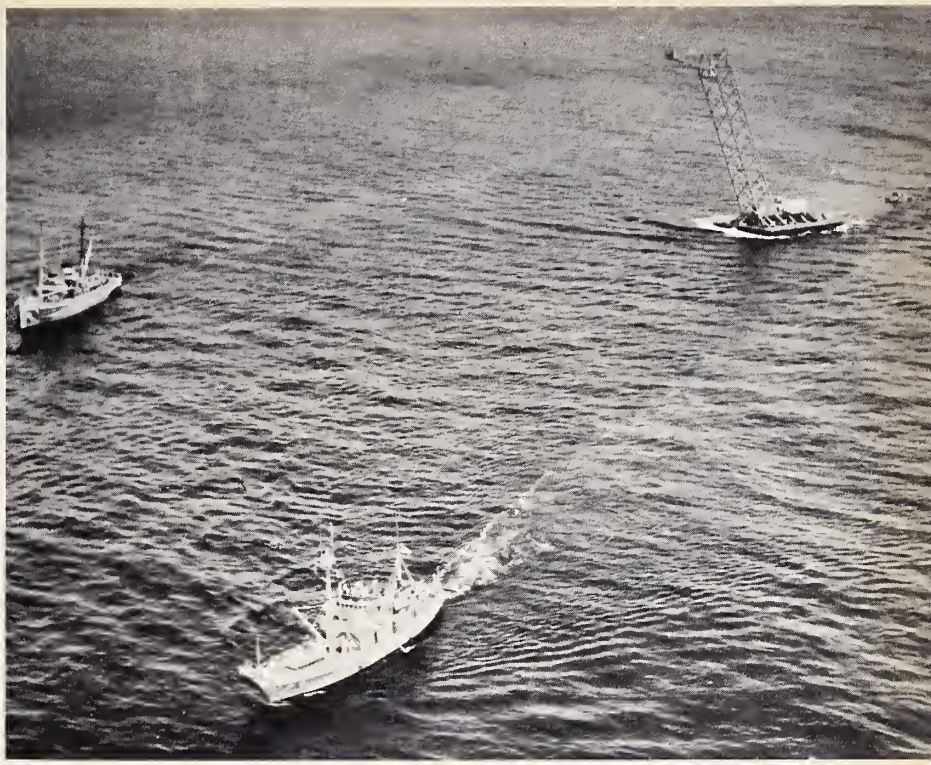
Butternut has been in continuous service since May 1942. She was classified as a boom (net) tender (YN4) until 1944, when this was changed to the present designation.

She is the only auxiliary net layer of her class (*Aloe*) still on active duty. Only one other net layer, USS *Nahant* (AN 83), a *Cohoes* class vessel, is on active duty. *Nahant* operates with MINLANT, and is homeported in Charleston, S. C.

The 700-ton *Butternut* is 162 feet long (including overhorns), and has a crew of four officers and 48 enlisted men. Her two 600 shaft-horsepower diesel engines provide enough power to allow the ship to chug along at maximum speeds of approximately 12 knots.

The most distinctive feature of the ship is her two 18-foot-long forward horns, or fixed booms. During World War II, the net tenders used these booms to stream heavy steel anti-





POP UP — *Butternut* stands by for recovery as *Polaris* test vehicle breaks the surface. *Above:* Netlayer tows the 'fishook' back to Long Beach.

Has Horns

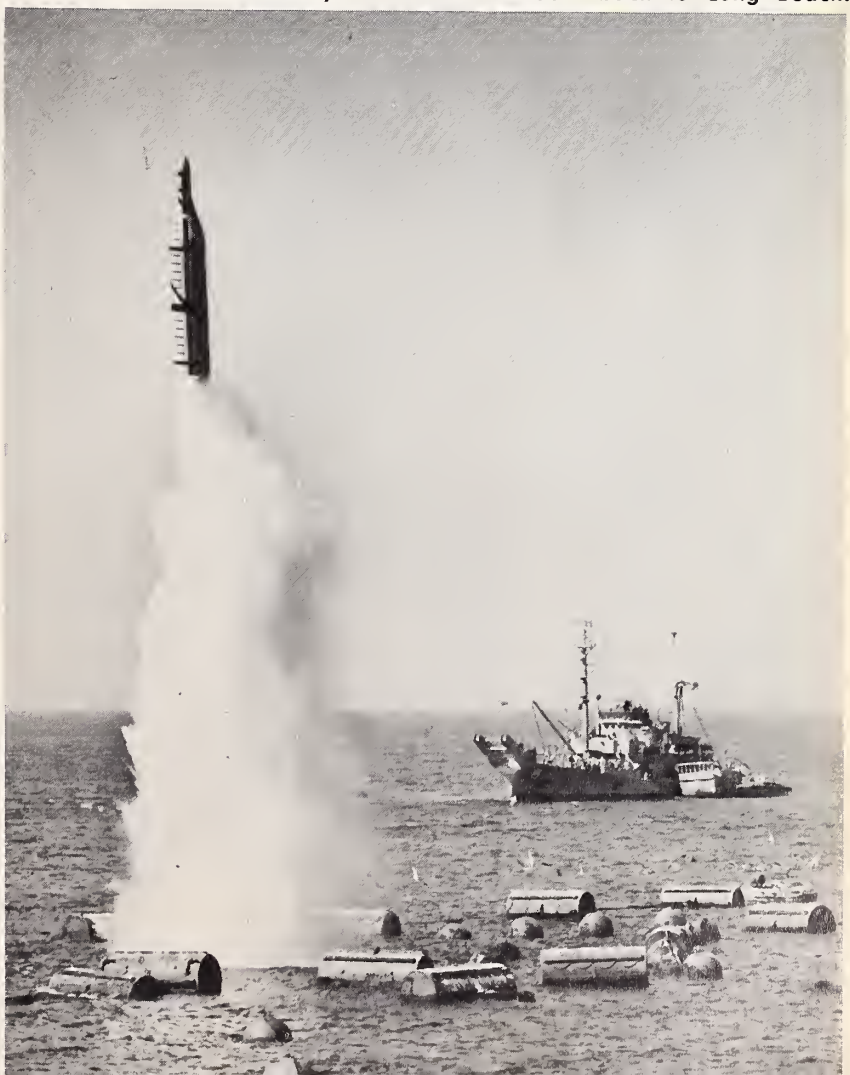
submarine and torpedo nets across the mouths of strategic channels and harbors.

Butternut has traveled extensively in the Pacific. Starting 1 Jun 1942 she never saw a stateside port for 10 years, two and one-half months. During that time she earned one battle star on her Asiatic-Pacific Area Campaign Medal and another on the Korean Service Medal, plus the United Nations Service Medal, Republic of Korea Presidential Unit Citation Badge and assorted other medals.

Her travels have included Japan, New Caledonia, New Zealand, New Guinea, the Philippines and the Marianas and the Marshall Islands in the Pacific.

From 1952 to 1957 *Butternut* was assigned to the control of Commandant, 11th Naval District, and served as training ship in the various net, buoy and underwater operations. Now, besides supporting "pop-up," her operations include towing duties, hydrographic surveys, and acting as a test platform for the firing and evaluation of new torpedoes.

Butternut means interesting duty.





ON THE RUN — UDT trainees at Roosevelt Roads run to breakfast. *Below*: Bomb is unshackled at dump.





ON VIEQUES bombs are loaded for trip to bunkers.

For EODs Nothin

NAVY AMMUNITION handling teams and explosive ordnance disposal teams are busy on islands in widely separated parts of the world—the Western Pacific and the Carribean to mention only two. On Vieques Island, seven miles from Roosevelt Roads, Puerto Rico, 21 men move and store explosives, and provide security patrols for the island honeycombed with ammunition bunkers.

And on the Pacific Island of Guam, a six-man Navy Explosive Ordnance Disposal (EOD) team is working with the Trust Territory government to clear Guam and the neighboring islands of ammunition and explosives left buried in huge caches at the end of World War II.

While most of Guam's collection consists of unfired artillery shells and unused hand grenades, occasionally a piece of misfired ordnance or ammunition is found. This, needless to say, must be handled with gentle care.

A Marine hiking on Guam found an eight-inch shell midway between the cross-island road and Mt. Tenjo not long ago. He reported the discovery to the EOD team and two men were sent to investigate.

Since the 260 pounder was a dud—thought to have been fired by a cruiser during World War II—it had to be handled very carefully. Because there were no people, homes, or farms in the area, it was detonated on the spot. This was done by means of a counter charge of handset explosive planted beside the projectile.

The Guam EOD team works in pairs, sending two men to work on Saipan for a week at a time. Upon leaving Saipan, however, there is still much to keep them busy, because the team does similar work on Yap, Ponape, Palau, Chichi Jima, Ulithi, Tinian and several even smaller islands.

THE MEN on Vieques Island in the Carribean don't have it easy, either. They don't have the opportunity to enjoy many of the routine facilities available to most Navymen, but with two of their scheduled three months on Vieques completed, only two of the 21 prefer to return to Roosevelt Roads. The others are ready to remain as long as they are allowed to stay.

Built by the British during World War II, the U. S. Naval Ammunition Depot on Vieques is now undergoing a rehabilitation program. Some 7000 acres on the



CHARGE IT — EOD's set charge by old shell on Guam.

oo Hot to Handle

western end of the island make up the depot. Meals for the men are either flown in from Roosevelt Roads, or are obtained at the U. S. Marine Corps' Camp Garcia, on the eastern end of the island, some 20 miles from the depot by road. The only liberty town is Isabella Segunda, 10 miles from the depot.

The EOD team from Guam began its work on Saipan in May 1962, collecting 180,363 pounds of ordnance during their first month of work. From June through July they picked up 563,231 pounds, 300,000 in July. They added 416,000 pounds in August and September and set a record in October, picking up 372,000 pounds of ordnance. When typhoon Karen struck in November, work on Guam's neighboring islands was temporarily halted, but the team used the break to clear newly found caches on Guam.

In January a two-man team went to Ponape to clear a boat channel. Then they moved to Mokil island and set off 17,000 pounds of explosives to clear another channel so the islanders could remove their copra by boat at low tide.

Safety lectures are given from time to time to school children of Saipan and Tinian by the EOD team. The children are taught to be on the alert for explosives and what to do in case they find any.

—Phill Upton, JO2, and Bill Missett, JO2

BLAST AWEIGH — Ordnance is destroyed on Saipan.





SHELL GAME' — EOD member sets fuse on old shell.



CLEAN SWEEP — Navy demolition men load grenades for disposal (below), prepare countercharge for blowoff.





INTRODUCING:

THE PHILIPPINE NAVY

THIS YEAR THE youthful Philippine Navy celebrated its 24th birthday as the small, but colorful, sea service of a maritime nation that is made up of some 7000 islands in the world's largest ocean.

Although the Philippines gained her independence on the 4th of July, 1946 (in a historic joint celebration with the United States, honoring a double Independence Day), the sea service of this nation had its origin several years earlier.

The Philippine Navy can be said to date back to 9 Feb 1939, when a unit of the Philippine Army was organized with the title of Off Shore Patrol. At that time it started out with three motor torpedo boats (of British design) and about 60 men. The unit's primary mission was to extend the range of coastal defenses in the event of war, and a 10-year period of expansion was planned, during which more seagoing personnel would be trained and additional units acquired as soon as possible.

ON DECK — Philippine navymen stand formation in dress blue uniform on deck of *RPS Batanes* (T 65).



Within a few short years it was to undergo its test under fire. In World War II the Off Shore Patrol engaged in limited patrol operations along the coastlines of Bataan and Corregidor, against the tight enemy blockade, to bring much-needed supplies, medicine and foodstuffs to the beleaguered troops.

The unit was cited for gallantry in action when its Q-boat Squadron shot down three of 12 Japanese planes bombing nearby shore installations in Bataan. Afterwards it participated in the evacuation of high Philippine and U. S. government officials from Manila to Corregidor when Manila was declared an open city.

After the war, the Off Shore Patrol was reactivated under Major Jose Andrada (a U. S. Naval Academy graduate, class of 1927, who also served as the first head of the OSP when the unit was first activated in 1939). With barely nothing—but ideas—to begin its job, the unit reorganized, ready to build from a nucleus of its men who had survived the war, plus additional recruits.

THROUGH THE United States-Philippine Mutual Defense Assistance Pact, the Off Shore Patrol received a big boost, in the form of 96 vessels of various categories from the U. S. Navy.

On 4 Oct 1947 the Off Shore Patrol was redesignated the Philippine Naval Patrol, and was given the mission of conducting sea patrol operations and defense action in Philippine waters. It was also given the mission of assisting government agencies in the enforcement of laws and regulations pertaining to customs, revenue, navigation, immigration, fishery, quarantine and neutrality of the Philippines. (As a result of its operations against smuggling alone, the Philippine Naval Patrol saved the government 5,000,000 pesos in revenue from 1947 to 1951.)

In mid-1949 Major Andrada, who now holds the rank of Commodore, was relieved by Commander Jose Francisco, another Naval Academy graduate, who also rose to the rank of Commodore.

CDR Francisco, upon assumption of office as Commander of the Philippine Naval Patrol, ordered the reorganization of shore and operating units into compact forces to cope with the problem of combating communist and dissident elements who were increasing their activities in smuggling and piracy in the Sulu Sea.

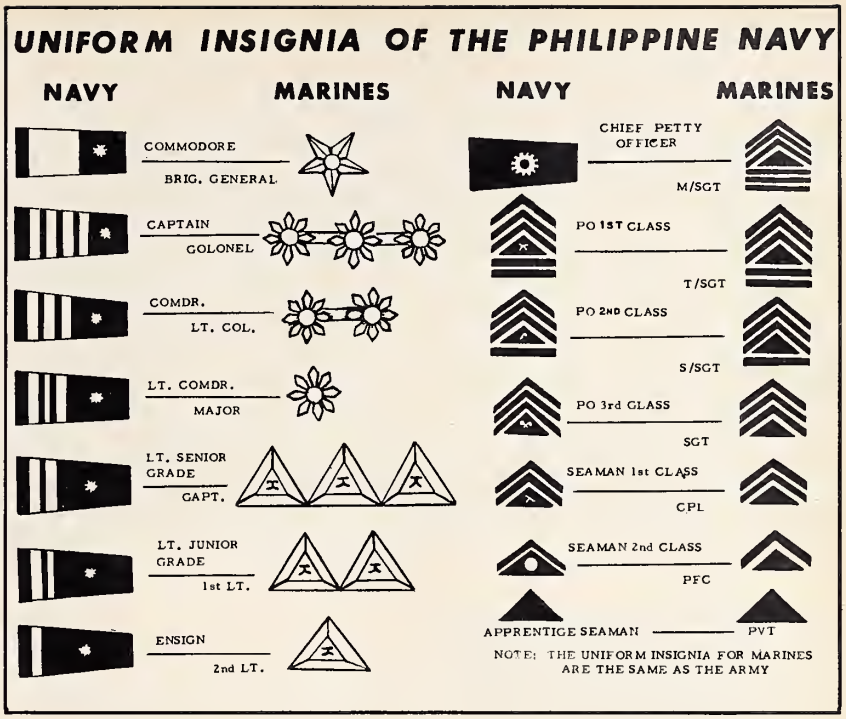
The Patrol Force, Service Force, Philippine Marines and Sulu Sea Frontier were activated, and in a year's time these units succeeded in reducing the resurgence of lawless activities.

THE PHILIPPINE NAVAL PATROL became a major service of the Armed Forces of the Philippines on 22 Dec 1950. The signing of Executive Order 389 changed the designation of the Philippine Naval Patrol to the Philippine Navy.

The new Navy was charged with the organization, training, maintenance and operation of naval forces and aircraft, including naval reserve units, and also was called on to assist in the enforcement of laws and regulations on customs, revenue, fishery, neutrality and immigration.

Some of the Navy's major accomplishments were the transport of Philippine troops to Korea during the Korean conflict, the evacuation of stranded Filipinos from Shanghai on the eve of the Chinese communist occupation, plus mercy, relief and rescue operations and economic development missions.

The Philippine Navy, despite its relatively small size as compared to the other major services of the armed



ROUGH RIDERS — Frogmen of the Philippine Navy gain combat experience during amphibious exercise as they prepare to clear way to the beach.





IN THE SWIM — Philippine troops unload in exercise with U. S. Seventh Fleet. *Below:* HQ of Philippine Navy.



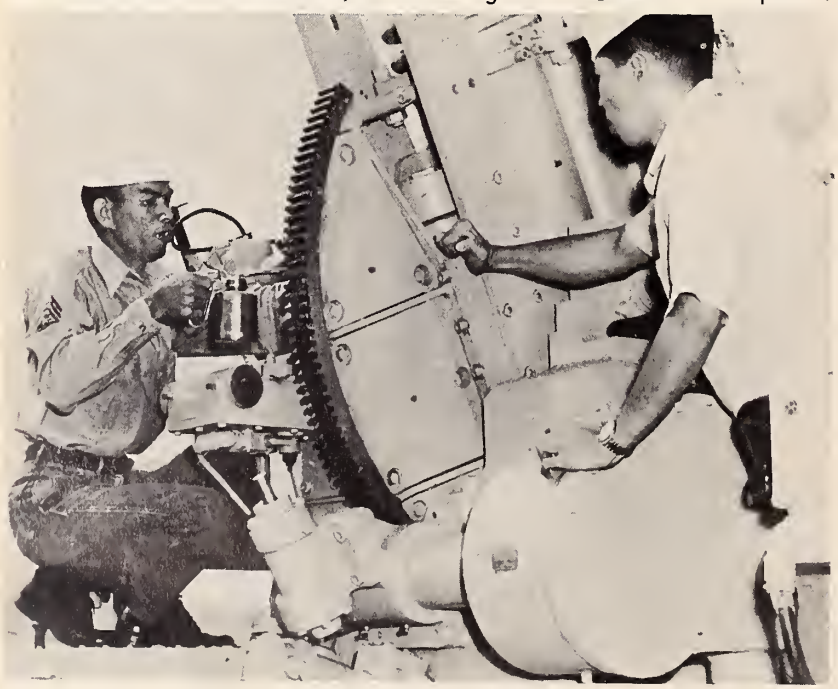
forces of the Philippines, has actively carried out the Philippines' international commitments with the member nations of the Southeast Asia Treaty Organization. It has participated in naval exercises for the defense of the free nations, most recently in such SEATO exercises as *Albatross, Sealink, Phiblink* and *Halang Dagat.* The latter was a SEATO harbor defense exercise sponsored by the Philippines.

Since last September, when Commodore Simeon B. Castro retired, the Philippine Navy has been led by Commodore Juan B. Magluyan, who served as its Acting Commanding Officer until his recent promotion.

Statistics on the exact size of the Philippine Navy today are classified. However, its fleet contains ships of the following categories: High speed transport destroyers, called APDs; patrol craft, escorts of the PC and PCE class; subchasers; coastal minesweepers; medium patrol gunboats (PGMs); patrol boats (PBs); amphibious ships such as LSTs and LSMs, and transport and communication ships. Also in the Philippine Navy are miscellaneous vessels such as cutters, tenders, and yard craft.

The Philippine Navy has a naval base at Cavite. Its Navy Yard is capable of building small vessels, but its basic mission is to outfit and repair ships of the Naval Operating Forces.

SHOOTING IRON—Three-inch/50-caliber gun is checked and adjusted.



THIS IS THE MAKE-UP of the Philippine naval operating forces:

• *The Patrol Force* maintains antisubmarine, surface and minesweeping vessels that are continuously engaged in patrolling and law enforcement.

• *The Service Force* maintains transport ships (LSTs) and small craft which transport military equipment, settlers, construction equipment and relief supplies for national improvement, as well as performing limited patrol.

• *The Marine Force* is the Navy's fast-striking garrison force, which performs intelligence and reconnaissance missions, as well as police missions in troubled spots of the Philippine archipelago.

The primary mission of the Philippine Navy today is to train its

men to be ready for any emergency. This is achieved through a training program and exercises with the navies of the Southeast Asia Treaty Organization nations, of which the Philippines is a member. Filipino sailors train both ashore and afloat with units of the U. S. Navy.

The Philippine Navy has a quota of one officer a year at the U. S. Naval Academy. Candidates are selected under open competitive examinations.

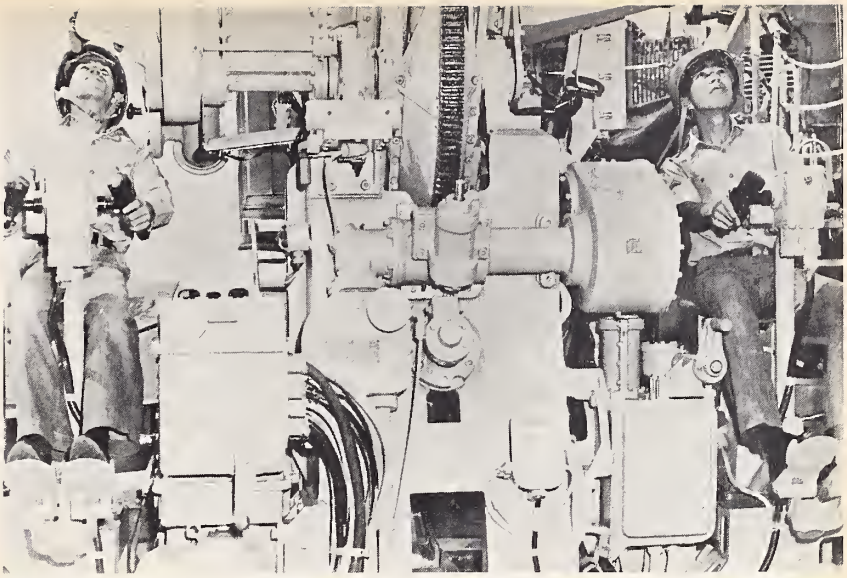
The country's naval training program is aimed at developing proficiency in antisubmarine warfare, minesweeping, amphibious operations and surface actions designed to repel external aggression.

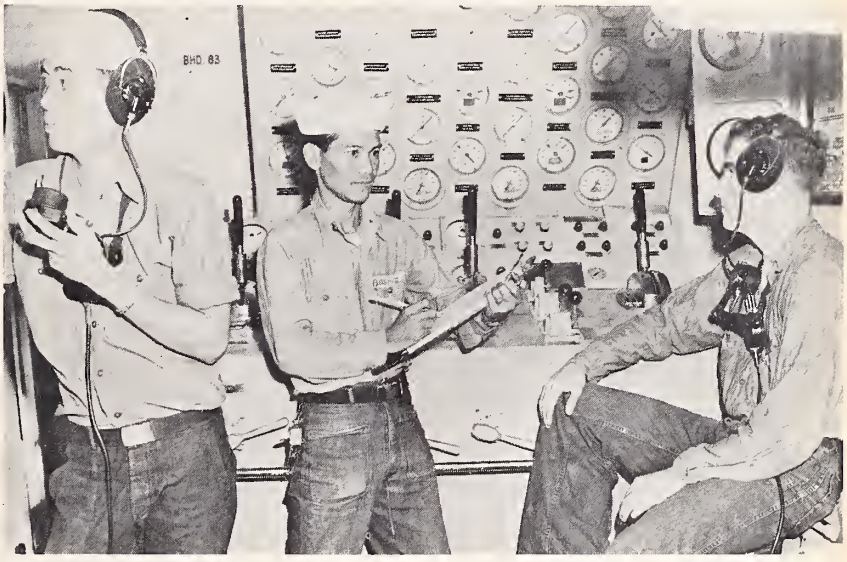
Before a recruit can be admitted into the Philippine Navy he has to pass rigid general classification and battery tests to determine his ability to acquire technical skills. These skills range from simple clerical work to engineering and electronics. Hand in hand with the training for specialized skills is the training for physical fitness, military discipline and good citizenship.

Seven educational institutions are now conducting Naval ROTC courses to help build up the strength of the island nation's Naval Reserve.

This is the Philippine sea service. Despite its youth and size, its Navymen have a spirit that is traditional with men of the sea.

In a nation of 7000 islands, with 14,700 miles of coastline, and a water area four times the size of its land, the Philippine Navy has an important and challenging role.





HELPING HANDS — Philippine sailors man gun mount and *(below)* learn engine room routine during training cruise aboard Seventh Fleet ship.



READY GROUP — Philippine Navy's marines and amphibious units can move in on trouble spot at moment's notice.





NAVY'S

At NAS Cubi Point, in the Philippines, there is now in operation a team of U. S. Navy paramedics. It is composed of two flight surgeons, two corpsmen and two men who are also qualified as parachute riggers.

What are paramedics?

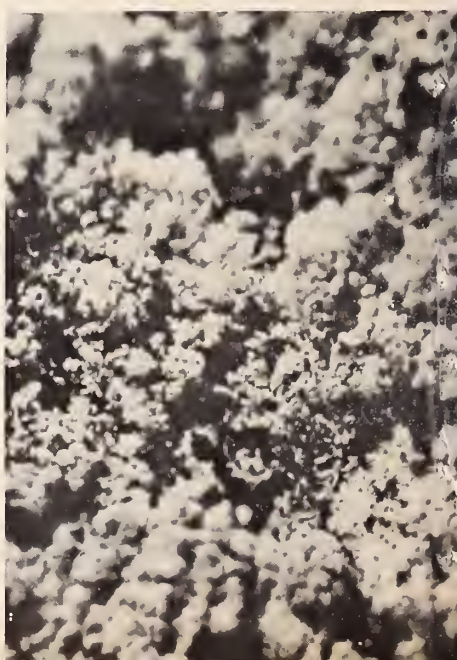
When a plane crashes in a remote area which can't otherwise be reached, the team jumps to bring the skill of medical science to the stricken crew. This explains its job, which is to provide medical help to men in an emergency via a parachuting team qualified to lend necessary medical assistance.

The idea of paramedics is not new. However, at Cubi Point the USN team received its start in mid-1961, when a Navy chief became interested in the paramedic training given to a group of Philippine Air Force men at Clark Air Base, P. I.

The need for a paramedic team at Cubi Point was demonstrated several months later when a plane crashed at Palawan (several flying hours from Luzon) with seven men on board.

A helicoper was dispatched to land a medical team near the crash scene. The only accessible spot was the sea, and the water was too rough to attempt a water landing. At the same time the copter was hindered by an oil leak, and had to turn back to its base.

By the time a surface ship reached the crash site, all but one of the



PARAMEDICS ON LOCATION

plane's crew were dead.

This incident was the catalyst which sent an officer and a Navy chief who were eager to learn the job to Clark Air Base for intensive voluntary paramedic training (at their own expense).

For two weeks at Clark, the volunteers practiced parachute landing falls, parachute packing, road running and actual jumps.

Although official recognition of the paramedic team had not yet been given, the Navy jumpers managed to cumshaw 12 T-10 chutes and reserves, jump helmets, medical jump bags (for medical personnel) and general purpose survival bags for non-medical personnel. Four more Navymen were soon in training, completing six jumps as part of their indoctrination.

The first opportunity for the team to go into action came in August 1962 when a United States seaplane crashed into a mountain about 60 miles from Cubi Point.

This was at the peak of the five-month rainy season during which 145 inches of rain falls. Fortunately, after the wreckage was spotted, the paramedics, qualified for any kind of jungle penetration, were able to land within 50 yards of the wreckage.

One member of the crew had survived the crash. The paramedics gave him first aid, made him a litter and placed him on board the helicopter with a corpsman for the trip back to Cubi Point.

The two remaining members of the team stayed at the site and did what they could. The weather closed in and the paramedics had an opportunity to put into operation what they had learned about survival in the jungle.

In October 1962, the Chief of Naval Operations officially recognized the paramedics and they were designated naval parachutists. They increased their training schedule—adding jungle jumps, night jumps, high wind jumps, and equipment jumps to their training. They also began jumping at increasingly shorter intervals.

The medical officers on the team jump with bags of medical supplies which weigh about 20 pounds each.

The corpsmen's bags are similar to those carried by the medical officers, but differ slightly in their contents. The parachute riggers carry a general purpose survival bag which weighs between 45 and 50 pounds. It contains a tent, C-rations, machetes and a signal paulin.

Each member of the team carries a minimum amount of personal survival gear which includes a machete, insect repellant, mirror, flares, knife, and food concentrates.

For jungle jumps, each team member wears a jungle suit to protect himself against injury from tree landings. He also carries 120 feet of rope to lower himself to the ground plus about 35 feet of reserve chute line.

Another part of the team's equipment is an aircraft accident investigation/medical kit. A larger medical survival drop container weighing about 50 pounds is delivered by cargo chute. With these supplies the team can perform minor surgery, if necessary.

After official recognition was given, the team began replacing its cumshawed equipment with more adequate supplies. For instance, the T-10 chutes were replaced with more steerable silks.

Now that the foundation is laid, the Cubi Point paramedics hope their replacements will be qualified parachutists when they arrive. However, being a parachutist doesn't make a paramedic.

The first team at Cubi Point used existing techniques when they started their training.

Since then, they have adapted generally accepted techniques to suit their particular work, the terrain and the climatic conditions of the Philippines.

The first team made hundreds of jumps and collected plenty of bruises for their efforts but the rewards for their services are the lives of men who would otherwise have lain helplessly injured in a plane's wreckage in the Philippine jungle.

— David Davis, LT, MC, USN









Research Reservists on TV

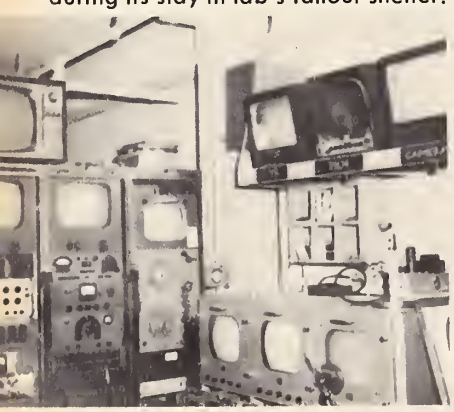
Life in a Fallout Shelter

SEVERAL WEEKS AGO 34 USNR officers—members of the Research Reserve Program—reported in at the National Naval Medical Center, Bethesda, Md., for their annual two weeks of active duty for training.

At 1330 on a Monday afternoon they assembled in a fallout shelter and heard a lecture by a member of the Naval Medical Research Institute. In his concluding remarks the officers noted that the Navy needed information on the use of shelters under realistic conditions. The best way to obtain this data, he said, would be to place people in a shelter without warning and require them to live in it for a time.

And so it happened that the Research Reservists were asked to cooperate in such a study by remaining —voluntarily, of course—in the shelter for an indefinite period.

PRIVATE EYE — Television cameras kept close check on Research Team during its stay in lab's fallout shelter.



All volunteered to stay on board.

This experiment marked the first time that a fallout shelter trial had been conducted without giving the participants advance warning or an opportunity to make preparations before entering the shelter.

The men were given no special briefing on the operation or the use of the shelter.

It was up to them to learn how to make use of whatever they found there.

They slept in their clothes and lived on a ration of special biscuits and soup. Since only a limited amount of water was available, they were unable to shave or use water for washing. Small packets containing moistened paper washcloths served in place of soap and water. The only extra ration provided was a supply of gum.

TO MAKE THE SITUATION more realistic, a radioactive pellet was lowered into a tube just outside the shelter. The men were told that they could leave when the radioactivity dropped to a safe level. Beginning on Tuesday, men dressed in special anti-fallout suits left the shelter each day to measure the amount of "radioactivity" outside. Using laws of radioactive decay, they were able to calculate the date of their release.

More "realism" was injected into the test on Wednesday when three men emerged from the shelter to take routine monitoring readings of the radiation outside. The trio was showered by "radioactive ash" (in the form of a bagful of flour, which was dumped on them). They retreated into the shelter to "decontaminate" themselves.

Otherwise, the trial continued normally.

A two-way, closed-circuit television system was in operation—primarily to feed the Reservists lectures on fallout shelters during their stay. However, it was also used to observe the Reserve officers as they held discussions, played cards, walked about the shelter or had their meals.

TO INSURE THE SAFETY of the group, a 24-hour monitoring watch was maintained outside the shelter.

A simulated emergency communications system was also available. On one occasion it was used to tell the men there was indication of possible renewed "radioactivity" in the area, which could continue to pin the volunteers inside.

During the experiment, one man got a toothache, but a member of the group who is a medical doctor put in a temporary filling when the officer chose not to leave the shelter for treatment.

There were moments of humor, too, as when someone drew a picture of a howling dog, with the caption "My dog misses me."

One Reservist celebrated his birthday during the test. His colleagues presented him with a "cake" made of modeling clay and decorated with carbon from matches and match sticks.

On Friday the men were released







from the shelter—approximately 96 hours after they entered it. RADM L. D. Coates, USN, Chief of Naval Research, was on hand to greet the Reservists and present them with special certificates of merit.

THE FALLOUT SHELTER TRIAL was a joint project of the Naval Medical Research Institute and the Office of Naval Research as part of a program to gain knowledge of the psychological response and physiological stresses on men of various ages and backgrounds unexpectedly thrown together in a shelter for an unknown period of time.

The Reservists had come from various parts of the country to attend a life sciences seminar focusing on fallout shelter problems. They routinely applied to attend the seminar because of their interest in the life science areas. A number of the officers, who range in age from 29 to 57, are college professors, others are scientists and engineers employed by industry and government, two are physicians. Thus the planners of the fallout shelter experiment were assured that the subjects would be a random selection and generally strangers to each other, as would likely occur in a real emergency caused by a nuclear bomb.

Two members of the group, aware of the experiment, collected medical and psychological data to verify findings from previous shelter tests. A research report on these factors will be prepared. In addition, a guide on shelters is expected to result as a joint product of the group. All Reservists were given notebooks to jot down their experiences from the viewpoint of their specialized fields.

LET'S TAKE A LOOK at the organization that sponsored this unique type of active duty for training.

The Naval Reserve's research program was started 15 years ago, when the Navy foresaw a growing need for scientific and technical personnel in any future mobilization. At that time, there was no provision to assure the utilization of these men in research activities. Further, the newly organized Office of Naval Research would face a major problem in mobilizing research personnel to satisfy its needs.

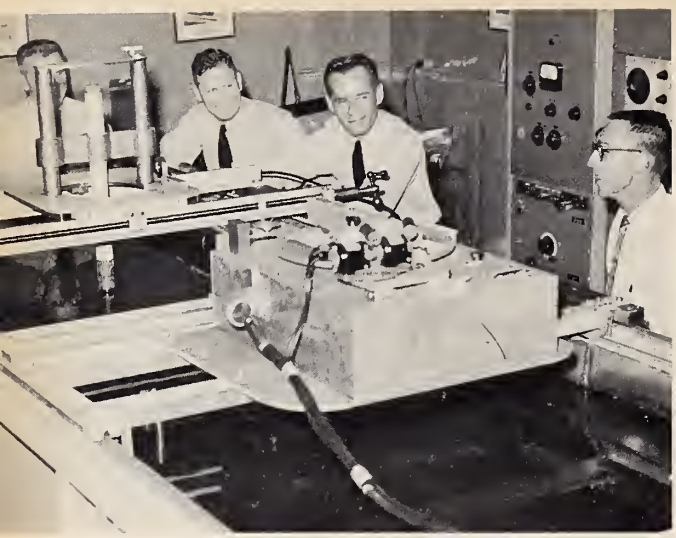
Accordingly, in May 1948, the Research Reserve Program was authorized "To have a pool of scientifically trained officers available to the Office of Naval Research in case of general mobilization."

The first Navy Science Seminar, held in June 1948, was attended by 100 Naval Reserve officers who were carefully screened from more than 700 applicants. Officers were selected from many locations in the U. S., from many fields of science and engineering, and from ranks ranging from ensign to captain.

From this nucleus of research scientists came the first requests for activation of units. The first unit, Volunteer Research Unit W-1, Washington, D. C., held its initial meeting on 14 July. Two units were added

ON TOUR — Naval Research Reservists inspect press used to make synthetic diamonds at an Air Force research laboratory during ONR seminar.







NR's VISIT underwater sound lab. *Rt.*: Reservists LCDR Rechnitzer and CDR Ross compare their explorations.

on the West Coast early the following month. And the program began to grow.

BY THE END of July 1949, 58 units had been activated. When the Korean conflict broke out in 1950, there were about 90 units with 3300 members. During this emergency, the Research Reserve Program was called upon to nominate officers to fill technical and scientific billets not only by ONR, but also by BuAer, BuShips, BuOrd, AFSWP, AEC and other activities. As a result of the experience gained in furnishing these officers, the primary mission of the Program was expanded in 1953 to include the entire naval establishment.

Following the Korean conflict, the program entered a brief decline and then began to expand again. Today there are 116 companies with a membership of more than 2500 Reservists.

In building up its strength, the Research Reserve has emphasized quality as well as quantity. Membership is limited to Reservists who are capable of conducting, supervising, coordinating, administering, supplying, analyzing and evaluating research for the Navy; those who are versed in contract administration and patent law; and those who are specialists in training devices.

Most of the sciences are represented, including physiology, medicine, psychology, acoustics, nucleonics, geography, electronics, physics, mathematics, metallurgy and chemistry. Many of the Reservists are engaged in research work in governmental or industrial laboratories; others are qualified doctors, lawyers, educators, technicians, engineers and training devices specialists, to mention a few.

IT GOES WITHOUT SAYING that the membership is well educated. Some 95 per cent have bachelor's degrees and more than half have master's or doctor's degrees. About a half dozen have two doctoral degrees. Most of the remaining five per cent without degrees have had some college training.

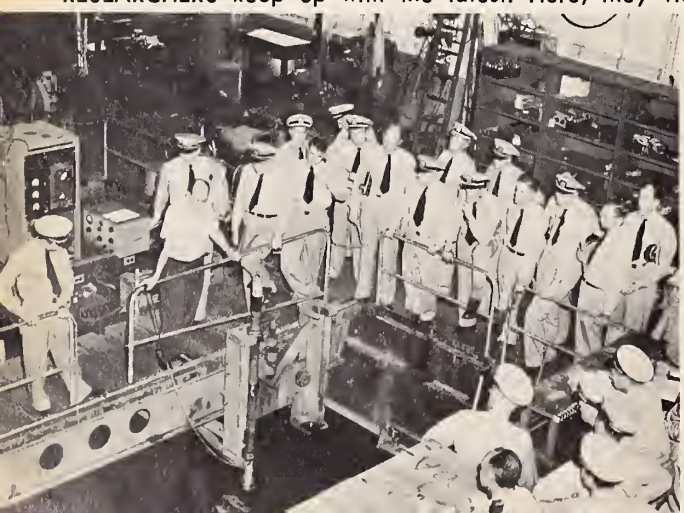
The officer structure ranges from captains to ensigns. The majority are, of course, junior officers.

Although the program is chiefly aimed at officers, enlisted Reservists who are students in professional or technical areas and who are considered potential officer material may be assigned to Research companies.

One of the reasons the Research Reserve attracts such highly qualified members is its individualized training program. It is up to each member to plan his Reserve career by taking part in training which will enhance his mobilization potential.

Members are recognized as specialists in their fields, and no attempt is made to train them in their particular fields. The training, therefore,

RESEARCHERS keep up with the latest. Here, they view reactor and inspect NASA capsule during seminars.





is designed to keep Reservists up to date on the research program of ONR, with lots of opportunities for actual participation.

A Research Reservist attends scheduled drill meetings of his company. There are at least 24 drills a year, but a company may elect to hold as many as 36 or 48 drills.

AT A COMPANY DRILL meeting, a Reservist may expect to take part in a discussion of Naval or scientific subjects, usually introduced by an authority in that field. Or, perhaps, he may take a trip to a field laboratory. At another time, he may assist a company scientific or technical study which is tied in with ONR's program, and may devote drill time to a study, review and report of such findings.

Some of the drill meetings are devoted to coverage of the Research Reserve curriculum, which provides members with a common background of knowledge of ONR and its relationship to governmental and industrial scientific agencies. In any of these drill meetings, the local companies—following established guidelines—enjoy considerable freedom in the development of their own training programs, making use of the particular scientific or technical skills of the membership.

You've already learned about one type of ACDUTRA provided for Research Reservists. There are many others. Members keep up to date in current research by attendance at seminars sponsored by ONR. These seminars cover such subjects as nuclear sciences, research methods, medical sciences, ONR laboratories and the like. They are held at ONR headquarters in Washington and at ONR branch offices. They also take place at universities and at Navy activities such as the Medical Research Laboratory at New London, Conn., and the Training Device Center, Sands Point, N. Y. Nearly 50 Navy-sponsored research and development activities offer ACDUTRA to Research Reservists.

The Naval Reserve's Research Program has come a long way toward fulfilling its twofold objective—that of increasing the Reservist's readiness by helping him prepare for his mobilization assignment and of providing the Reservist with opportunities for peacetime participation in ONR's top research program.



PEARL PUSHER — Navy tug eases *USS Constellation* (CVA 64) to pier.

Craftmasters of the Navy

Ships have changed radically since the United States Navy came into existence, but one thing has remained the same. When the big ones try to get alongside a pier, they need help.

Help once was self-administered, according to a sea story, by an impatient sailing skipper who ordered a broadside fired by the starboard guns, the impact of which forced his vessel into its berth.

These days, help comes more efficiently from harbor tugs. Reveille aboard a tug is often long before the crack of dawn—a tug boat frequently goes to work before 0400. Before she knocks off, a tug might be called to nudge any large vessel to the pier or into the open.

Against a cruiser, a tug doesn't look so small, but against a ship like uss *Constellation* (CVA 64) she seems pretty inconspicuous.

Nevertheless, the big carrier is completely dependent upon the four tugs which are called upon to nose her against a pier—as at Pearl Harbor, for example.

The craftmasters on board the tugs take their orders from the harbor pilot on *Constellation's* bridge as the big ship comes into the harbor. At Pearl it may take about two hours to maneuver a carrier into her berth.

The orders are transmitted by radio, since it is next to impossible for the craftmasters actually to see the pilot at his post.

The first order is usually to come alongside and make fast. Lines are thrown to the tugs and the crews make them fast.

When the tug's nose comes in contact with *Constellation's* hull, it does so with a healthy thud, but the impact is absorbed by the padding on the tug's bow.

Finally, after a considerable amount of adroit pushing and pulling, the order, "All stop," is given. The tugs cut their engines simultaneously, but don't break away until *Constellation* is securely tied to the dock and the Union Jack is raised at her bow.

There are more than 80 yard tugs in the Pacific Fleet alone. They come in three sizes—big, medium and small. For heavy work, a YTB (large harbor tug) is called upon. For jobs not quite so heavy, a YTM (medium harbor tug) is used and for little jobs the YTL (light harbor tug) is brought in to work.

Tug crews vary, but a YTB will frequently carry a crew of eight, including the craftmaster who, under ordinary circumstances, is a chief.

Tugs are traditionally named for Indian chiefs, but are more often referred to by their hull numbers.

Regardless of whether they are known by their names or their numbers, almost everyone agrees they are well nigh indispensable—for the days when a skipper could jet propel his vessel against a pier by firing a broadside are long gone.



STUDENT is taught art of filling prescriptions. (Below) An HMSA gets to administer inoculations.



INSTRUCTOR shows future HM how to don his sterile rubber gloves.





HM SCHOOL student takes blood pressure while his instructor looks on.

Corpsmen's College

ON A CARRIER in the Pacific, an arresting cable snaps and whips across the flight deck, critically injuring two men. On a destroyer in the Atlantic, a raging fire traps a dozen members of the crew. Before they can be rescued they are the victims of serious burns. At a construction project on a tropical island in the Pacific, a Seabee is knocked from his scaffold and falls to the ground.

All of these patients have something in common—they are alive today, thanks to the quick and precise action of a Navy Hospital Corpsman.

The story is repeated every day on Navy ships, and at every hospital. Where did the corpsman learn his job? Where did he develop his skills?

For many thousands the story began at Hospital Corps "A" School, San Diego, Calif. Here, for 16 weeks, through 640 hours of concentrated study and practice, young men—all volunteers for medical duty—are thoroughly schooled in the fundamentals of seven essential subjects. The same kind of training is provided by the HM School at Great Lakes, Ill.

From *Anatomy and Physiology*, they learn the parts and functions of the human body.

First Aid and *Minor Surgery* classes and vitalized demonstrations equip students with the essential know-how they need for fast, life-saving action.

Principles and Techniques of Patient Care develops the skills a corpsman must have to aid the recovering sick or injured. Here, as in First Aid and Minor Surgery, the student discovers the means by which he can combine in a single action his compassion for his sick or injured shipmates and his skills as a corpsman.

Metrology and Materia Medica provide him with a basic knowledge of the kinds and amounts of medicine he will use to stop pain and help aid recovery.

At HCS, San Diego, an "A" School class is graduated each week. Most of these new hospital corpsmen are assigned to duty at hospitals or with our Marines.

Some are enrolled in technical schools where they become Operating Room or Neuropsychiatric Technicians, or specialists in Pharmacy, Cardiopulmonary or Physical Therapy. A few are assigned to medical departments in ships or overseas.

Wherever they go, they are better equipped to perform their duties and uphold the high standards of the the Navy Medical Department. Their knowledge will increase as will their skill.

With this knowledge, the corpsman becomes an invaluable assistant to the doctor, ready and able to carry out his orders for medication and treatment. Finally, the student receives special instruction in the fields of *Hygiene and Sanitation* and *Defenses against Atomic, Biological and Chemical Warfare* agents.

The subject matter is important, for from it the corpsman learns terms, definitions, methods, systems and theory. Equally important to him, however, are his instructors. This dedicated group of nurses and senior hospital corpsmen — whose combined experience amounts to hundreds of years—exemplifies all the values of a career which is based on helping others—day and night.

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D.C.

When Leaving the Ship

SIR: My buddy and I are trying to settle a debate about the procedure for leaving a ship. While saluting the OOD, does an individual say "I have permission to leave the ship," or "I request permission to leave. . . ." The 16th edition of the *Bluejacket's Manual* states "I request permission to leave . . . ," but one side of our local argument feels this has been changed recently. Please settle this for us.—E. R. M., AMH2, USN

• *Most arguments can be settled by examining the definitions involved, and making sure that each side is applying the same definition to key words in the statement before arguing over the conclusion. You say in your statement "a ship" and "an individual," and these both must be defined before your debate can be settled. The correct procedure when leaving a ship depends upon the status of the individual—whether commissioned or enlisted—and whether he is leaving his own or another ship.*

An officer obtains prior permission to leave the ship from his immediate superior (division officer, department head, executive officer or captain, as appropriate) and thus states to the OOD: "Sir, I have permission to leave the ship."

Enlisted personnel obtain permission from the OOD, thus they should say to the OOD: "I request permission to leave the ship, sir."

In the case of departures from a ship which one has visited, each person should state to the OOD: "Sir, with your permission, I will leave the ship." —ED.

Uniform Name Tags

SIR: I've noticed that name tags worn on the Navy uniform are becoming quite common. However, nowhere in *U. S. Navy Uniform Regulations,* or other official directives I've checked, does it spell out exactly how they should be worn.

Article 1158 of *Uniform Regs* notes that "Name tags may be worn, at the discretion of commanding officers, on such occasions as conferences, seminars, and other similar gatherings, or in the performance of duties where some method of identification by name is desirable or beneficial in furtherance of the mission of the command."

Several stations I know of require that when name tags are authorized they should be displayed on the left breast above the pocket of the uniform jumper or shirt. My present station has just received tags, and requires they be worn on the right breast above the pocket.

Seems to me the tags should be displayed in the same manner by all who are authorized to wear them. I have uniformity in mind.—JM.S., YN2, USN.

• *You are apparently in agreement with the Permanent Naval Uniform Board, which last October recommended that "Uniform Regs" (Art. 1158) be revised to include the following:*

"Name tags shall be worn on the right breast in a position corresponding to that of ribbons on the left, but shall not be worn on any uniform when medals are prescribed. They shall be worn below the Command at Sea (or any other) insignia worn on the right breast."

The Board also recommended the tags be displayed only while the wearer is actually attending the conference, seminar, or other similar gatherings already indicated in "Uniform Regs," and gave a verbal sketch of how the tags should look. Regulation tags are three-quarter by three inches (longer in case of lengthy names), of a non-lustrous, jet-black background, with white block-type lettering one-quarter inch high, spelling the last name only. They may be made of bakelite or any similar material which will hold the non-lustrous finish, and should have clutch-type fasteners.

The Secretary of the Navy has approved these recommendations. At last report the change to "Uniform Regs" was at the printers.—ED.

Expeditionary Medal

SIR: I have heard that a campaign ribbon has been authorized for the Lebanese action of 1958. After making local inquiries, I have been unable to obtain any official information as to whether or not there is such a ribbon. Can you give me the word? — P.M., AQ1, USNR.

• *An Armed Forces Expeditionary Medal has been authorized for those who took part in certain military actions after 1 Jul 1958. SecNav Inst. 1650.19 lists the operations that meet the requirements for the medal and gives the criteria for individual eligibility.*

The U. S. military operations in Lebanon from 1 Jul 1958 to 1 Nov 1958 are included in the list. However, until a list of eligible ships and units is published, it will not be possible to determine individual eligibility. Further instructions are to be issued when the lists are published and the medal is ready for distribution. — ED.

Severance Pay for TARs

SIR: I have several questions concerning severance pay for TAR personnel, the answers to which I have not been able to find locally.

Has there been any legislation passed, or have any instructions been issued, which state that an officer or enlisted man in the TAR program who is released before he completes his contract would be entitled to severance pay in an amount, for example, equal to one month's base pay for each year of active duty?

Do certain TAR officers on active duty have five-year contracts, while others have no contracts?

What happens to a Reserve LCDR after he completes 20 years' commissioned federal service, 16 years of which are active duty? Would he be continued on active duty? If not, would he receive severance pay? Or would he receive only a travel allowance to his home of record?—J. S., YNC, USNR.

• *The word on severance pay, or lump sum readjustment payments, for members of Reserve components who are involuntarily released from active duty, is contained in the Armed Forces Act of 1952, an appropriate section of which—Section 265—has been amended by Public Law 87-509.*

Briefly, a Reservist, officer or enlisted, who is involuntarily released after having completed at least five years of continuous active duty is entitled to a lump sum readjustment payment computed on the basis of two months' basic pay for each year of active service (exclusive of war or national emergency service).

But, if the Reservist is released because his performance fell below standards, the readjustment pay would be computed on the basis of one-half of one month's pay.

Maximum payments may not exceed a total of more than two years' basic

pay, or $15,000, whichever is less.

Some TAR officers serve without contracts. Contracts are not issued for service beyond 20 years' active duty, or to officers who have already completed 18 or more years of active duty. And, contracts are not afforded to officers in a "failed of selection" category, or for the purpose of extending service beyond the end of a fiscal year in which an officer could fail selection for a second time.

The maximum active duty contract for TAR officers is five years.

Assuming your Reserve LCDR with 20 years' commissioned service and 16 years of active duty has twice failed selection, he would normally be required to return to inactive duty in accordance with Section 6389 of Title 10, U. S. Code. This was amended in 1960 to permit the retention of such officers for a maximum of five years.

Now, some active duty Reserve LCDRs are retained on active duty beyond the 20-commissioned-year point, if there is a specific need for their services and their performance is good. Officers not retained under these conditions receive both severance pay and travel allowances to their home of record or the place from which they were called to active duty. — ED.

Steam Driven Subs? Sure!

SIR: The steam turbine driven submarines referred to in the Letters section of the December 1962 ALL HANDS were probably HMS *Swordfish* of 1916, and the 18 K-class boats of 1916-18. The last of these was *K-26*, which was disposed of in 1931. Full data and some excellent pictures of these British boats appear in *Warships of World War I*, by H. M. LeFleming.—Ernest A. Maier, Babylon, N. Y.

SIR: Regarding the question and answer concerning steam driven submarines in the December 1962 ALL HANDS: During World War I the Royal Navy had a class of very large submarines (K-class, I believe) which were steam driven. For confirmation, may I recommend the book *The British Submarine*, by CDR Frank W. Lipscomb, RN, which was distributed to Navy libraries a few years ago.—LCDR T. A. Curtin, USN, CO, USS *Argonaut* (SS 475).

SIR: The British Navy had at least one submarine that was steam powered. It was capable of 22 knots on the surface, and had twin retractable stacks. It was called a K-boat, and was in service about 1925. I've seen films of it in operation.—James C. Pearson, Jr., Brooklyn, N. Y.

SIR: I cannot let your remarks, in reply to a letter by C. C. B., MMCA, USN, passed in the December ALL HANDS, go by without some discussion.



REWARDED — C. D. Warren, EMCS, of USS Cowell (DD 547), gets SecNav Commendation for Achievement from RADM W. H. Baumberger.

Your correspondent asked if any large steam driven submarines were built during World War I and, if so, what was the class?

You replied, briefly, that you were not notably successful in finding any mention of steam driven subs, after talking to some old-timers, searching the library, etc. You did say that the first USS *Nautilus* (SS 168) had a boiler that provided steam for "hotel services" while surfaced, but was a far cry from being steam propelled.

You concluded that your nuclear powered sub USS *Nautilus* (SSN 571) was the first United States submarine which could be considered steam driven, since she was the first powered both on and below the surface by water-cooled, steam producing reactors.

Come, now. All respect to your poor old, pain-wracked body groping through all those dusty files, but permit me to volunteer the information your shipmate, Chief C. C. B., was probably looking for. My sources are as follows: *Jane's Fighting Ships* (1919-20-21-22); *Warships of World War I*, by H. M. LeFleming; *SubSunk*, by CAPT W. O. Shelford, RN (Ret.).

"Submarines, K-class, 17 ships, numbers *K-1* to *K-17*. All built 1917-18. (*K-26*, built in 1923, was the 18th.) Length, 338 feet; beam, 26 feet; displacement, 1883 tons (standard surface), 2565 tons (submerged).

"Geared turbine engines, two screws; 24 to 25.9-knot speeds; eight torpedo tubes (four bow, four beam); one or two 4-inch guns and one 3-inch AA gun (armament varied in different K-boats); ship's company, 50-60 men."

These subs had two funnels which were made watertight when diving.

I hope this will help clear up any confusion that may have been generated. If I can help Chief C. C. B. any further, I would welcome his letter.—Louis I. Ryan, P.O. Box 3577, Auckland, New Zealand.

SIR: On page 27 of ALL HANDS for December 1962, there is a letter, enquiring about steam propelled submarines. Doubtless you are right in stating that there had never been one in the U. S. Fleet before the atom went to sea, but there are, you know, other Fleets.

If you will refer to *Jane's Fighting Ships*, 1919 edition, page 121, under "British Navy—Submarines," you will find the K-class, 13 extant, four sunk, and six abuilding.

The notes begin with "These are not the first steam driven boats in the British Navy, having been preceded by *Swordfish* (S-1), now scrapped."

The particulars of the Ks, as given by *Jane's*, are: "All double-hulled type, designed by Admiralty for service as Fleet Submarines with Grand Fleet. Dimensions: 337 feet (over-all) x 26½ x 16 feet. Guns: one 4-inch, one 3-inch AA, and (in some) one depth charge thrower. Torpedo tubes: eight 18-inch.

"Surface machinery consists of combined steam turbines and diesel engine. Two sets of single reduction turbines, one H.P. and one L.P. in each set, with double helical gearing. Two screws. Two Yarrow small-tube type boilers with forced draught, boilers, turbines, funnels being lagged with incombustible non-conducting materials.

"Small electric motors are fitted for lowering funnels and closing watertight hatches over funnel wells. Boiler-room air vents closed by hydraulic power. To assist in diving quickly, or getting away after breaking surface (while steam motors are being started up), an 800 BHP eight-cylinder diesel motor is fitted, which can also be used for surface cruising. . . ."

It seems that while *Swordfish* was a failure as a submarine, she was too good a ship to be wasted in wartime, so she was converted into a non-submersible antisubmarine vessel for the duration.

I enclose two tear sheets from the *Crowsnest*, the Canadian Navy's counterpart of your ALL HANDS. You will observe that the sketch of *K-26* shows three guns, but it seems that the armament changed from time to time.

The odd raised bow was added to correct what *Jane's* called a "tendency to trim by the head and dive on their own" when running on the surface.—Philip Chaplin, LT, RCNR.

SIR: The enclosed clipping from the *London Sunday Times* contains some information on the British K-boats, a class that was evidently made up of the steam driven submarines that did, or

did not, as the case may be, exist during World War I. You will note that a book on these ships (*The K Boats*, by Don Everitt) was to have been published shortly after the *Times* item appeared (on 13 Jan 1963).—CDR C. H. Blair, USN, Office of Naval Research, London Branch.

SIR: Your December issue carried a letter to the editor requesting the names of books which mentioned World War I submarines which were steam driven.

I consulted my library on the subject and, in a volume entitled *Submarines* by Herbert S. Zim, found a mention of such a sub on page 48, to wit: "During the war several new forms of submarines were developed, including a British attempt—a large steam-driven submarine."

In *The British Submarine*, CDR Lipscomb, O. B. E., RN refers in Appendix IV to a *Swordfish* class submarine completed in 1916, 231 feet long, submerged displacement 1384 tons, powered by Laurenti steam turbines.

Also mentioned is a K-class submarine completed in 1917, 340 feet long with a submerged displacement of 2450 tons, powered by Parsons and Brown Custis steam turbines.

The German "Walter" boat which used a high grade hydrogen peroxide was developed to use the resulting steam in turbines when the peroxide was in the cycle.

Undoubtedly your reader can do further research and uncover further facts on steam driven subs.—Philip E. Cockidge, Tucson, Arizona.

• *Letters like these make "research" easy. After checking the references you suggested, we concede that there were, indeed, steam driven submarines built during World War I. In the December* ALL HANDS *we implied that* USS Nautilus *(SSN 571) was the first submarine in the United States Navy which could be said to be steam driven. We avoided committing ourselves to a flat statement that there never were—anywhere—steam driven subs prior to* Nautilus, *mainly because we weren't sure. Now we are, thanks.*

In addition to what Canadian Navyman Chaplin, New Zealander Ryan, and others, have said about the K-boats, we've come up with some information that may be of interest to anyone who has followed the series thus far, including an account of the accidental sinking of the K-13, *which caused some anxious moments back in 1917.*

The K-class subs, CAPT Shelford notes in SubSunk, *were the result of a freak development in the First World War. It was thought that "fast submarines could act as scouts for the Battle Fleet, steaming at high speed on the flanks of the advance screen, and supposedly able to dive to attack the enemy fleet as soon as it was spotted."*



PLANE ANCHORS — Sandbags on wings and road graders hold Air Force C-123 cargo plane in place during high winds at NAS, Kodiak, Alaska.

Thus, the speedy K-boats, fitted with a destroyer's set of steam turbines instead of diesels. Immediately behind the conning tower they had two collapsible funnels and large ventilators to provide air for the furnaces. These, of course, had to be shut down when the subs submerged.

As it turned out, however, the rapidly developing aircraft forced the subs to dive, robbing them of their value as scouting ships ahead of the fleet.

There were 18 such steam driven K-boats. Ks 1 through 17 were built and completed during the years 1916, 1917, and 1918. Six more "improved" K-class subs were ordered, but, after the war, only one (K-26) was completed.

The London Sunday Times *item sent along by CDR Blair gives a detailed, hour-by-hour account of what happened in and over the* K-13 *in January 1917 when she sank during her acceptance trials with 80 men on board. Similar data is contained in Shelford's* SubSunk.

On 29 Jan 1917 the K-13 *was conducting her diving trials a few miles from the Glasgow shipyards when, by accident, her boiler-room ventilators were left open as she went down for the day's final dive. All her after compartments were flooded, and she settled on the bottom in 60 feet of water with 49 of the 80 men on board trapped in the forepart of the boat. The other 31 men were killed.*

LCDR Godfrey Herbert, the boat's commanding officer, ordered his trapped men to rest as quietly as possible in an effort to conserve air. He anticipated rescue without much delay, but was wrong.

After nearly 24 hours, CDR Herbert and CDR Francis Goodhart, CO of K-14, *who was a visitor for the acceptance trials, decided they must attempt to get in touch with their rescuers and acquaint them with the situation on board. (During the night they had been relieved to hear the sound of sweep wires dragging overhead, and knew they had been located.)*

The two men planned to shut themselves in the conning tower, and admit sea water and compressed air until they had built up enough pressure inside to enable them to open the hatch. CDR Goodhart volunteered to carry the message (written instructions enclosed in a tin container), while CDR Herbert was to stay behind and shut the hatch after he had gone.

The K-class subs had a built-in bridge with windows and a roof over the top of the conning tower which formed an obstruction. Goodhart's escape attempt failed when he struck his head on the bridge shelter and was killed. CDR Herbert then followed him out—not intentionally—when he was carried up by the outrush of air.

After contacting the rescuers, Herbert suggested they secure a four-inch pipe into the gun ammunition hoist down which emergency rations and air were passed to the men still trapped. The danger of suffocation was thus eased, and the salvagers had time to attach air hoses to the ballast tanks and lighten the sub forward until they were able to lift her bow to the surface.

While the bow was cradled between two lifting barges, the salvage men swarmed on the sub with oxyacetylene cutting equipment and cleared away the outer casing and cut through the superstructure to reach the pressure hull below.

Fifty-four hours after the sub was first sunk, they succeeded in making a hole large enough for a man to climb through. One by one the exhausted survivors were helped out into the fresh air, effecting a happy ending.—ED.



DD TO THE RESCUE — During 1962 *USS Manley* (DD 940) pulled downed pilots from Atlantic on three occasions, and rescued crew off yacht.

No Khaki Work Uniform

SIR: I have read in both official and unofficial service publications, of a current change in the armed forces working uniform. None of the articles specifically stated that the Navy would be changing, but a couple of stories did say that the Army, Air Force, and Marines would wear a similar khaki uniform.

Is the Navy making this change, and if so, when does it officially go into effect?—B. T. S., SK3, USN

• *Certain working khaki uniform articles, including trousers, shirts, and socks, have been standardized among the services that wear khaki. Since the Navy enlisted man below the rate of chief petty officer does not wear khaki, there has been no change in his working uniforms. As of the moment, no such changes are being planned.*—ED.

No Lanyard on Liberty

SIR: According to *Uniform Regulations*, a lanyard may be worn as an optional article. Does this mean a lanyard may be worn with the liberty uniform, while the wearer is in a liberty status?—R. J. B., CT3, USN

• *No. Navymen on liberty should not wear the lanyard. "Uniform Regulations" (Art. 0724.4) notes that lanyards may be worn only by personnel on duty.* —ED.

Hot for Firefighting

SIR: Does the Navy intend to have a rating called Firefighter? I attended firefighting school at Treasure Island, Calif., and heard some scuttlebutt concerning the establishment of such a rating.

If a Firefighting rating is in the works, how would I get into it? If the Navy does not intend to establish such a rating, why do so many men attend the firefighting school? — L. A., EMFN, USN.

• *There are no plans at present to establish a general rating of Firefighter. (There is, however, an emergency rating of Firefighter, which is activated only during wartime.)*

The Firefighting course you completed at Treasure Island is designed to help the peacetime Navyman conquer any fears of fire he may have, and to teach various techniques for extinguishing flames. The Navy would like every man to have the benefit of extensive firefighting training, since fighting fire at sea is the responsibility of every man on board ship. As yet, personnel planners haven't figured out a way to send all hands to firefighting school and keep the Navy in business in other areas. —ED.

Surfbird Crew Was Versatile

SIR: I thought the article on USS *Surfbird* (ADG 383) which appeared in the March issue of ALL HANDS gave an excellent account of a fine ship.

I have some additional information on how *Surfbird* became a degaussing ship in which I believe you may be interested.

In 1956, CDR (then LCDR) George Mitchell, USN, was the commanding officer of USS *Ampere* (ADG 11). He knew that *Surfbird*, then an MSF, was due for decommissioning and proposed that *Surfbird replace Ampere.*

He further advocated that the conversion work be done using the ship's force and repair personnel while still deployed in WestPac.

To cap it all off, he proposed that the crew of *Ampere* operate *Surfbird* which is a much larger ship.

NAVY FIREFIGHTING students move in on open tank fire. *Rt:* Student gets feel of oxygen breathing apparatus (OBA).





The conversion was made much as CDR Mitchell had suggested, and the result was a ship with a much improved degaussing and deperming capability.

So far as I know, *Surfbird's* was the only conversion which the commanding officer originated and on which all design and planning work was done by him and the ship's force.

Further, it is the only conversion, to my knowledge, in which all work incident to the initial conversion was done by forces afloat.—D. G. PHILLIPS, CAPT, USN, Board of Inspection and Survey.

• *Thank you, sir, for the interesting account of* Surfbird's *conversion and CDR Mitchell's part in it. He and the officers and men of* Surfbird *and* Ampere *well deserve your comments for their tremendous job.* — ED.

Grading Advancement Exams

SIR: The question has arisen among several of my shipmates and myself as to how the advancement in rating tests are graded. Any help you could give in answering the below questions would be appreciated:

1. Is there a definite test score that is considered to be passing or are tests graded on a curve?
2. How is your multiple computed?
3. What part does your multiple then play in the computation of the final score? — R. E. S., DKSN, USN

• *Advancement in rating exams are graded at the Naval Examining Center by electronic computers. Because exams are marked on a zero to 80 curve, it may sometimes be possible to attain the maximum score of 80 without having answered all 150 questions correctly, but all questions are utilized in grading the exam. And there is a passing/failing cut-off score.*

Exam scores are then combined with other factors which establish your qualifications for, and credits toward, advancement. These factors have been converted to numerical credits which, along with the test score, form your final multiple.

Factors which comprise the final multiple, and the maximum credit which can be obtained for each, are: examination score, 80; performance factor, 50; total active service, 20; service in pay grade, 20; awards, 10; making a maximum final multiple of 180.

Personnel are advanced to pay grades E-4 through E-7 to fill Navy-wide vacancies in total allowance for each rating on the basis of final multiple standing. — ED.

Oceanographic Ship Marking

SIR: Several times ALL HANDS magazine has mentioned the new AGORs and AGs which are being built or have been built specifically for oceanographic research.

These ships are particularly interesting to those of us now serving in the older research vessels which were converted from other types. It is well known that these new ships will be manned by civilian crews under MSTS.

I recently saw a picture of USNS *Gilliss* (AGOR 4) which showed *Gilliss* with the typical blue and gold stack markings of MSTS ships.

At the same time, she has the large shaded bow letters and numbers of a commissioned naval vessel.

Also, these numbers are repeated on the stern of the vessel in place of her name and appear to be in a darker color than the hull instead of the conventional white.

Is a change in standard ship markings forthcoming or is this scheme in error? —D. E. A., LTJG, USNR.

• *The markings on* Gilliss *are not in error but, for Navy ships, they are unusual. Their position and color are dictated by a combination of MSTS, American Bureau of Shipping, Coast Guard and Navy requirements.*

Navy markings are still those to which you are accustomed—stern numerals should be white with black shading. The ship's name should appear at the stern on the centerline below the main deck.

No change in this type of marking for commissioned naval vessels is anticipated. — ED.



GENUINE HARD HATS, loaned by a local manufacturer, are presented to new CPOs during advancement ceremony held at NATTC, Brunswick, Ga.

Blue Goes With Anything

SIR: Is the new officer's lightweight blue raincoat authorized for wear with the tropical white long uniform? I have seen the khaki uniform raincoat worn with whites—this appears a bit unsightly—and am sure that most officers rule out the combination overcoat/raincoat with tropical white long because it would be too warm and uncomfortable.—C.D.M., LCDR, USN.

• *The new lightweight blue raincoat may be worn with any uniform. Words to this effect will be contained in the next printed change to Uniform Regulations. As Uniform Regs now read (Art. 0126.7.b 5 and 6), the blue raincoat may be worn with any uniform, and the khaki raincoat should be worn only with whites, khakis, or aviation greens.* — ED.

That Ship Was King

SIR: In the March 1963 ALL HANDS you noted the picture on the cover was, for the most part, unidentifiable. You said the picture shows a quartermaster manning the ship's wheel as a bo'sun's mate explains gear to a new man while the ship is cruising through Pacific waters. You commented that the identities of the ship, men pictured and photographer, were unknown.

I believe I can fill in some of the missing information.

The men in the picture were on board USS *King* (DLG 10) when the photographer (whose name doesn't click at the moment) focused in.

The bo'sun (BM1) is M. C. Whitman, who has since retired after 20 years of distinguished service, and now pilots an oceanographic ship in the San Diego area.

The man at *King's* wheel was QM3 Lane. The center man (or "new" man) was Charles Rule, who's now an ET2 and, last I heard, was at an advanced electronics school.

The time was during *King's* shakedown cruise to Hawaii. — R. G. Bowen, LTJG, USN.

• *We try to avoid printing pictures*

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• USS *Barb* (SS 220)—A reunion for all who served aboard during World War II is scheduled for 2, 3 and 4 August, at Pascagoula, Miss. For details, write to RADM E. B. Fluckey, USN, 1326 Barger Drive, Falls Church, Va.

• USS *Idaho* (BB 42)—The sixth annual reunion will be held in Long Beach, Calif., 19, 20 and 21 July. For information, write to USS *Idaho* Association, P. O. Box 8048, Norfolk, Va.

• USS *Santa Fe* (CL 60)—The 17th annual reunion will be held at the Statler Hilton Hotel, New York, N. Y., on 12 October. For additional details, write to Frederick C. Jaissle, 18 Cedar St., Hudson, Mass.

• *56th Seabees*—The 15th annual reunion will be held at the Chase-Park Plaza Hotel, St. Louis, Mo., on 30-31 August and 1-2 September. For information, write to H. H. Holmberg, 342 N. Oak Crest, Decatur, Ill.

• *84th Seabees*—A reunion will be held at the Hotel Schroeder, Milwaukee, Wis., on 9, 10 and 11 August. For details, write to D. S. Provenzola, 14230 Dixie, Detroit 39, Mich.

• USS *Pinkney* (APH 2)—Those who served on board who are interested in holding a reunion in September may write to LCDR C. M. Erdman, 835 Willow St., Lebanon, Pa.

• USS *Walke* (DD 416)—A reunion is being planned for all who served on board. Interested shipmates may write to Martin A. Holloway, 2178 Ebers St., San Diego 7, Calif.

• *Yangtze River Patrol of China*—Old "River Rats" who served in the Yangtze patrol, who are interested in holding a reunion with time and place to be decided, are invited to write to John J. Anderson, MMC, USNFR, 83 Madison, Chula Vista, Calif.

in ALL HANDS *that we can't identify.*

In this case we made an exception. The picture on the front cover of the March issue gives a close-up of our favorite subject—the Navyman doing his job. It was one of many in a stack sent to us by CINCPACFLT *headquarters at Pearl Harbor, Hawaii.*

Obviously, the excellent CINCPACFLT *PIO staff was as perplexed as we: "This is a nice picture. Wonder where it came from."*

Now we know, thanks to an officer who knows his men. — ED.

That's Right, They're All Wrong

SIR: In the May issue of ALL HANDS, I see quite a fuss being raised over the miscaptioning of a photograph which accompanied an article concerning the RE-1 slingshot catapult.

To further the interest of accurate reporting, I must state that it is true the photograph (which appeared in the December 1962 issue) was miscaptioned, but this is not an F-2C (F2H) 2, 3 or 4 *Banshee*. It is a British *Seahawk* which was at this test facility for use in testing and evaluation of RE-1.

I hope this eases a few minds. — Felix A. Cittadino, U. S. Naval Air Test Facility, Lakehurst, N. J.

P. S. I wrote the article.

SIR: Regarding the picture accompanying the RE-1 slingshot catapult article in the December 1962 issue of ALL HANDS, and the letters on page 47 of the May 1963 issue, everyone is wrong.

The plane is neither an A-4B (AD-2) *Skyhawk* nor an F-2C (F2H) *Banshee*. It's a Royal Navy *Seahawk* on lease to the German Navy, and has German markings. It was being used for tests when this picture was taken at the Naval Air Test Facility. — B. Ross, AMSI, USN.

SIR: While reading the December issue of your magazine which had just arrived on board, I came across a photograph of an aircraft being used for trials of your RE-1 catapult.

The caption referred to this aeroplane as an A4D-2 *Skyhawk*. Surely, though, the aircraft that is shown is a British *Sea Hawk*.

I was not aware that there was a *Sea Hawk* flying in the United States.— LT M. L. Soper, RN, HMS *Hermes* (R-12).

• *The British-built* Sea Hawk *jet fighter has an over-all design that might, at a distance, appear similar to the U. S. F2C, which accounts for the error.*

However, there are many differences between the Banshee *and the* Sea Hawk. *Two of the more obvious: The* Banshee *has two engines, the* Sea Hawk *one; the* Banshee *is slightly larger, having a wingspan of 41 feet-seven inches, and length of 40 feet-two inches, as compared to the* Sea Hawk's *39-foot span and length of 39 feet-eight inches.*—ED.





RADIO ACTIVE — D. Eslinger, RM1, checks students in radioman course.

WestPac Training Group

THE U. S PACIFIC FLEET Training Command has its headquarters in San Diego, Calif., but its bailiwick spans the Pacific Ocean.

The furthermost of its 11 training activities is the Fleet Training Group, Western Pacific. It is the prime source for the latest developments in fleet training for U. S. Seventh Fleet ships operating in the Japan-Okinawa area.

This group is one of three such activities within the Pacific Fleet Training Command. The other fleet training groups are located in San Diego, Calif., and Pearl Harbor, Hawaii.

Unlike its sister command in San Diego, which relies on a Fleet Training Center for such chores, the Western Pacific Group manages classrooms ashore. Included in its shore-based schools are classes in fire fighting, radiological defense, gunnery, leadership, navigation, antisubmarine warfare, and visual and radio communications.

Many of the ashore training courses are suspended during refresher training because the instructors also serve as underway observers.

The Group's main job is to conduct at-sea refresher training for the United States' ships deployed in the Far East. Its nine officers and 31 enlisted men also observe, analyze, and critique battle problems for competitive operational readiness inspections.

At sea (or underway) refresher training consists of conducting and evaluating shipboard exercises and drills, using ship's men and equipment. This is the big test of several weeks of instruction ashore, and preparation by the crew to make themselves combat ready.

Owing to the limited number of men available and the other functions it must perform, the Fleet Training Group can adequately handle only one large ship or two smaller ones at one time. This averages about 15 refresher-trained ships per year.

In an effort to increase its shore service to ships, the refresher training of the smaller vessels is overlapped by one or two weeks when most of the ashore courses are available. Another move in this direction is to "pre-package" the ships' refresher training schedule. In this way, certain instructor/observers can be on board the minimum time and can return to conduct their classes ashore.

The Western Pacific Fleet Training Group's association with the Japanese Maritime Self Defense Force (JMSDF) is a vital link in U. S.-Japanese relations. Under the U. S. Military Assistance Program, training aid is provided to Japan's Fleet Training Command, Second Service School, and First Fleet Training Group at Taura, Japan.

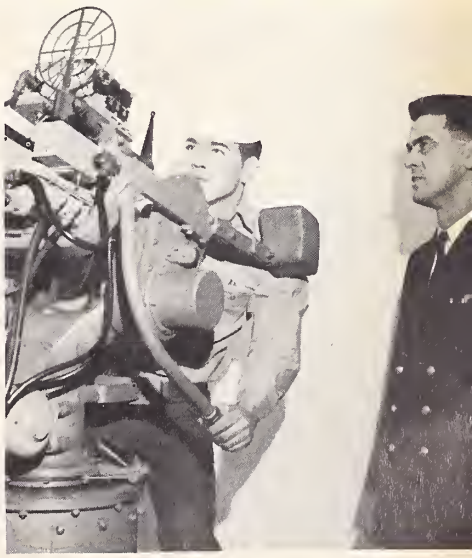
Assistance includes the use of its training facilities, interpretation of U. S. training publications, training method guidance and organizational aid. In addition, other groups of JMSDF fleet and staff personnel hear lectures or take part in conferences conducted by the Fleet Training Group. They do a topnotch job.



HOT STUFF — A. E. Debourgh, BTC, holds a class for Japanese sailors.



FTG SCHOOL — ASW is taught by LT R. L. Crozier. *Below:* R. R. Stirling, FTC, teaches gun tracking.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



THE RAILS of USS *Tombigbee* (AOG 11) are manned as Queen Elizabeth II and the Duke of Edinburgh arrive at port of Nelson, New Zealand.

Slick Job on Fleet Oilers

Two fleet oilers are scheduled for a conversion that will increase their petroleum-carrying capacity from 100,000 barrels to 150,000 barrels. They are USS *Navasota* (AO 106) and *Waccamaw* (AO 109). Both were authorized for conversion under the fiscal 1963 conversion program.

Besides increasing the amount of transferable fuel the oilers can carry, the conversion involves replacing and renovating pumps and deck gear to increase the rate of transfer, and installation of an auxiliary machinery plant.

Both vessels are of the same type, now having an over-all length of 551 feet, a maximum beam of 75 feet, and a full load displacement of 25,000 tons. After conversion, the ships will be 644 feet long and have a full load displacement of 34,600 tons. Conversion will take place in Seattle.

Tumbling to Fame

Midshipman First Class Hal Holmes of the NROTC Unit, University of Illinois, who in some quarters is considered to be one of the greatest tumblers in the world, has roused his cheering section again.

Holmes recently won the 1963 NCAA tumbling title with a score of 98.25, the highest ever posted in NCAA competition.

A few of the other titles Holmes has earned to date are: NAAU Champion in 1959, 60, 61 and 62; Big Ten Conference Champion in 1961, 62 and 63; and champ in the 1959 Pan-American Games.

YESTERDAY'S NAVY



On 1 Jul 1941 the naval coastal frontiers were established: North Atlantic, Southern, Caribbean, Panama, Pacific Southern, Pacific Northern, Hawaiian and Philippine. On 5 Jul 1862 Congress created the Bureaus of Navigation, Equipment and Steam Engineering. On 6 Jul 1862 the James River Flotilla was made an independent division of the North Atlantic Blockading Squadron. On 6 Jul 1944 carrier-based aircraft began their daily bombings of Japanese installations on Guam and Rota, Marianas Islands. On 9 Jul 1943 U. S. destroyers bombarded Solomon Islands.

Navy Art Scored Hit In Paris

An exhibit of U. S. Navy and Marine Corps art and historical objects was displayed at the Musee de la Marine in Paris recently.

The exhibit consisted of outstanding works of art from Navy and Marine collections, and paintings and historical artifacts on loan from the National Archives, the Library of Congress, the Naval Academy, and the Smithsonian Institution. In addition, President Kennedy selected two Navy paintings from the walls of the White House for the exhibit—*Bombardment of the Citadel—St. Malo,* and *Beach at Dusk—Iwo Jima,* by LT Mitchell Jamieson, USNR, a watercolor artist.

The chronological development of U. S. naval and marine art was the theme of the display. Paintings contemporary to designated periods were used as much as possible.

The display originated in Washington, D. C., where it was sealed into a 27-foot van by Navy Exhibit Center personnel. Escorted by a Marine guard, the van was moved to the Army Terminal at Brooklyn, N. Y., where it was shipped to France aboard ss *Transglobe,* a chartered ship of the Military Sea Transportation Service.

Lots of MOTs in SubPac

Commander Submarine Force, U. S. Pacific Fleet, supports one of the principles of early American naval leader, Commodore William Bainbridge—namely, that no matter how many good qualities a ship's captain possesses, he won't win a battle unless his gunners hit plenty of MOTs (middle of target).

To impress this upon Pacific Fleet submariners, there is a semiannual competition for excellence in fire control and torpedo performance.

Sailing off with honors for the last six months of 1962 were USS *Grayback* (SSG 574), *Cusk* (SS 348), *Barbel* (SS 580), *Blackfin* (SS 322), *Bugara* (SS 331), *Pomfret* (SS 391), and *Scamp* (SSN 588).

Grayback, Cusk, Barbel, and *Blackfin* are Pearl Harbor-based subs, while *Bugara, Pomfret,* and *Scamp* are based at San Diego.

Weiss Comes to the Rescue

It was Friday, and the crew on board uss *Weiss* (APD 135) were looking forward to week-end liberty in Sasebo, Japan, as they steamed toward port. The high-speed transport was approaching the end of a tour with Amphibious Force, Seventh Fleet, and after a few more port calls in Japan would be heading home to San Diego.

Suddenly there was a flurry in the radio shack. The ship changed course, and word was passed that *Weiss* was heading to answer a distress call.

A Chinese merchant vessel, *Haiziang*, on her maiden voyage from Yokahama, Japan, to Keelung, Taiwan, had foundered when her cargo suddenly shifted. The distressed vessel had been wallowing helplessly in heaving waves for 12 hours before *Weiss* picked up her Mayday signal and reached the scene.

Other merchant ships were circling *Haiziang* when *Weiss* arrived, but they had been unable to render assistance because of the extremely heavy seas. *Haiziang* was listing badly, and some of her passengers and crew members had chanced jumping. Fourteen were picked up by two merchant ships.

Weiss assumed the on-scene command for search and rescue operations and went to the rescue of *Haiziang's* remaining crew.

At considerable risk, a rescue party from *Weiss* was lowered in a landing craft. The LCPL was badly damaged when high swells strained it against its lowering cable, but the rescue operation proceeded.

Racing darkness, the small craft battled its way across great crests to reach *Haiziang*, which had by this time reached a list of 60 degrees and was still flooding. As the LCPL drew closer, the *Haiziang* crew jumped from their ship's fantail. The rescue party, working strenuously, recovered all 30 who jumped, including the ship's master. Some were slightly injured.

The LCPL again fought its way across the waves and delivered *Haiziang's* survivors to safety on board the APD.

Despite the success of the rescue operation, some of the distressed ship's crew were lost. One crew member was killed when the cargo shifted; another drowned after being swept overboard by a crashing wave. Nine others who had tried to swim to safety never made it.

Weiss made for Keelung, where she was met by an ambulance and a crowd which included many relatives of the 30 survivors who disembarked there.



FIREFIGHTER — Men and equipment from USS *Somers* (DD 947) helped bring 12 million-dollar fire under control in Townsville, Australia.

Back From the Middle East

Navymen in the crew of uss *Forrest Sherman* (DD 931) returned to Newport this spring from a Middle East good will tour loaded with cruise souvenirs from ports all along the route from Suez to Bombay.

The first place after passing through the Suez Canal was Jidda, Saudi Arabia, a city of between 60 and 70 thousand people located on a sandy coastal plain.

Here, most *Forrest Sherman* men received their first taste of Middle Eastern hospitality at elaborate Arab dinners.

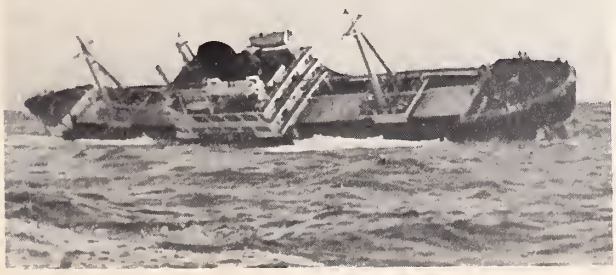
The crewmen will long remember the lavish banquet tables loaded with food fit for a king.

For the duty crew which could not attend the banquet given by a local Sheik, the host sent a gift to the ship —10 cattle, 50 sheep and 150 chickens.

At Jidda; Aqaba, Jordan; and Port Sudan, Sudan, the local civilian and military population had a close look at destroyer life when about 300 guests were invited on cruises.

Each cruise included general quarters drill, mock fire-fighting, gun

TO THE RESCUE — USS *Weiss* (APD 135) answered a Mayday and led the rescue of a Chinese merchant ship's crew.





firing at surface and air targets, and other seamanship evolutions.

At Port Sudan where many of the guests were members of the Sudanese Navy, several were given the opportunity to handle the ship under the captain's supervision.

In Bombay *Sherman* men, on a good will tour, distributed gifts to St. Anthony's Home for Orphans and the Children's Orthopedic Hospital. Gifts of books were also made to libraries of charitable institutions and to the Indian Naval Headquarters.

When the ship moored at Newport recently, it was Christmas all over again for families of Navymen who had been on the cruise. This time the presents included camel saddles, cigarette boxes, handbags, brass trays, silk, ivory and leather poufs.

Letter from a Mother of a Submariner to SecNav

On 10 Apr 1963, the submarine *USS Thresher* (SSN 593) was lost approximately 225 miles east of Cape Cod with all the crew aboard. Among the members of the crew was Pervis Robison, SN, USN. Here is a letter sent by the mother of young Robison to the Secretary of the Navy, the Honorable Fred Korth. The letter speaks for itself.

Hon. Fred Korth
The Secretary of the Navy
Washington, D. C.

My dear Mr. Secretary:

Thank you for your very beautiful letter to us. We know from seeing you at New London that your burden too must be a great one.

May I ask you to express our special thanks to a number of your Navy personnel who extended to us uncommon and special courtesies in connection with that Memorial Service. I should like to tell you of the circumstances: Late Saturday afternoon, April 13th, my family, relatives and friends made plans to attend the Service. I expressed the wish to have the closest friend of our boy present with us. However, this friend, an Air Force sergeant, was stationed in Greenland. On the outside chance that some arrangements might be made, I wired the Chief of Naval Personnel to explain the circumstances. I was promptly notified that my request had been granted and that this boy, Staff Sergeant George Clark, would be flown in to nearby McGuire Field, Trenton. He was in my home in Nutley, New Jersey, on Sunday, the following morning—a remarkable and wonderful treat for us.

I was quite ill and my doctor advised against my making the trip to New London, but I was determined to go and relied upon a number of friends to help me on the trip. Our Pervis was loved by all who knew him here and twenty-two persons made the train trip. When there was no public bus transportation available on arriving at the New London railroad station, my friends called the Transportation Officer at the Base and we were quickly furnished with a special bus accommodation for our rather large group. When I grew faint at the long wait in the crowded Base cafeteria, I was taken to the hospital where one of your very fine Navy Nurses, a "silver leaf" on her uniform, took wonderful care of me until the Service began. I have no names, but I shall consider it a special courtesy to me if you will make certain that these kind and understanding people receive my personal thanks.

My husband and I and all of my people take pride in the fact that our boy, as we understand it, was one of the two colored personnel on the *Thresher*. Pervis was our only child and we do say with you that he died "honorably and bravely." We are so very proud of him.

Very sincerely yours,

(signed) Margaret Robison

Deep Water Hydrophones

Special listening equipment is being devised for the Navy Oceanographic Office which will enable its scientists to hear noises made by marine life at depths of more than two miles. The best depth achieved with most conventional hydrophones is a few hundred feet.

The knowledge of natural underwater sounds will help scientists to better identify man-made noises.

The new equipment will also provide a broad frequency range (about 10 octaves) which will pick up sounds in the upper ranges inaudible to the human ear.

The complete system will consist of three hydrophone amplifier units, each accompanied by a transistorized high fidelity pre-amplifier to provide power. The hydrophones will be suspended at various depths.

The unit at the bottom of the cable will also be equipped with a pressure-sensing instrument to indicate its depth.

The sounds picked up by the three hydrophones will be carried by the cable to a research ship, where they will be recorded on magnetic tape.

The cable will be supported by a floating spar buoy while the research ship drifts quietly some distance away so shipboard sounds will not interfere with the recording of deep-sea noises.

Made to Order for *Polaris* Subs

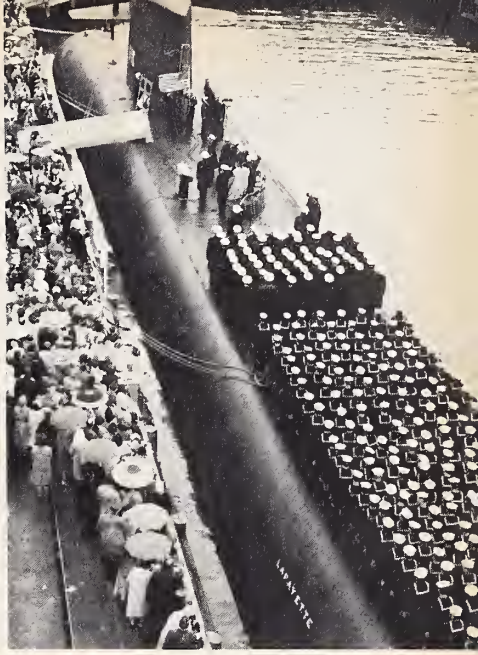
A second submarine tender especially constructed to support fleet ballistic missile subs has been launched at Pascagoula, Miss., and is scheduled to be commissioned later this year.

The new ship is *Holland* (AS 32), a sister of uss *Hunley* (AS 31). *Hunley*, commissioned last June, was the first sub tender built by the U. S. Navy since World War II, and the first in history built from the keel up to service and maintain the *Polaris* missile SSBNs.

In addition to SSBN support, which includes service to the *Polaris* subs' nuclear power plants, *Hunley* and *Holland* were designed to make any repair on any sub that needs







NEW SUBS — (left to right) *USS Jack* (SSN 605) slides down ways at Portsmouth, N. H.; *USS Daniel Webster* (SSBN 626) is launched, and *USS Lafayette* (SSBN 616) is commissioned at Groton, Conn., shipyard.

anything less than a major overhaul.

Holland is 599 feet in length, measures 83 feet across the beam, and will displace approximately 19,000 tons (full load displacement).

Her complement will consist of 50 officers and 900 enlisted men.

The new tender is the third U. S. Navy ship named in honor of John Philip Holland, sometimes called the father of the submarine.

Holland, who was born in 1840, envisioned submarines as instruments of science, commerce and exploration, as well as weapons of war. He moved to the U. S. from his native Ireland in 1873 and submitted sub designs to the Navy.

In 1900 a Holland sub was accepted by the Navy. It was Submarine Torpedo Boat Number 1, appropriately named *Holland*.

The second *Holland* was a sub tender (AS 3) which served from June 1926 to March 1947, earning the Navy Unit Commendation and two battle stars for operations in the Pacific during World War II.

The Navy at present has eight tenders in commission, six of which are of the World War II *Fulton* class.

The six *Fultons*, which are 530 feet in length and displace 16,000 tons full load, are *Fulton* (AS 11), *Sperry* (AS 12), *Bushnell* (AS 15), *Howard W. Gilmore* (AS 16), *Nereus* (AS 17) and *Orion* (AS 18).

Nereus, Orion and *Sperry* have undergone conversion in recent years, and are now equipped to service nuclear-powered subs.

USS *Proteus* (AS 19), originally a *Fulton* class tender with the above dimensions, now serves as an SSBN support ship, having been extended 44 feet in length and fitted with nuclear sub and *Polaris* missile sub support capability.

Hunley rounds out the active sub tender fleet.

Nereus and *Sperry* are assigned to the Pacific Fleet; the others work the Atlantic.

Sub Tender and ASW Ships

Three surface ships scheduled to be launched in January 1964 are under construction at West Coast yards with submarines a foremost consideration. One of the new ships will be a tender, the others ASW ships.

Simon Lake (AS 33), first in a new class of tenders, will be capable of making any submarine repair less than a major overhaul, including the servicing and maintenance of SSBN nuclear power plants. She measures 642 feet in length, displaces 21,450 tons (full load displacement), and will be manned by 1387 officers and enlisted men. Her name was selected in honor of the pioneer who produced U. S. Navy submarines in the early 1900s, and who, until his death in June 1945, served as a World War II Navy advisor. The new tender is under construction at Bremerton, Wash.

For antisubmarine warfare operations, *Ramsey* (DEG 2), under construction at Seattle, Wash., is being fitted with *Dash* drone ASW helicopter equipment, the *Asroc* antisub rocket launcher, and additional torpedo launchers. The new guided missile escort ship will have a single 5-inch/38-caliber gun mount forward, and a single *Tartar* surface-to-air missile mount aft. She will measure 414 feet, six inches, in length and 44 feet at the beam, and will displace approximately 3400 tons. Her manpower count will be 248.

Ramsey is named for ADM DeWitt Clinton Ramsey, who was awarded the Navy Cross for his extraordinary heroism and leadership as a task force commander during the Battle of the Solomons in World War II. He served as Vice Chief of Naval Operations from 1946 to 1948, and later as Commander in Chief Pacific and U. S. Pacific Fleet, and High Commissioner of Pacific Trust Territories. ADM Ramsey retired in May 1949, and died in Philadelphia, Pa., in September 1961.

At San Francisco, *Bradley* (DE 1041), another ASW ship, is being fitted with *Dash*, *Asroc*, antisub torpedo launchers, and 5-inch/38-caliber gun mounts forward and aft. Her over-all length and beam measurements and displacement are the same as *Ramsey's*.

The new escort ship is named for CAPT Willis Winter Bradley, Jr., a Medal of Honor winner ("For extraordinary heroism and devotion to duty at the time of an accidental explosion of ammunition aboard uss *Pittsburgh* on 23 Jul 1917"). CAPT Bradley served as commanding officer of the cargo ship uss *Bridge* (AF 1) and the heavy cruiser uss *Portland* (AC 33), and as commander of a destroyer squadron before he was appointed to the Board of Inspection and Survey, on which he served throughout World War II and until his retirement in 1946. The MOH hero died in August 1954.



GCA WATCH OFFICER, LT R. Moore, keeps eyes on radar screen as he gives instructional information to plane approaching Naples, Italy.

Yarnell Commissioned

The Navy's newest frigate, USS *Harry E. Yarnell* (DLG 17), has been commissioned only a few hundred yards from the Navy's oldest frigate, USS *Constitution*, at the Boston Naval Shipyard.

Carrying surface-to-air *Terrier* missiles fore and aft, *Yarnell* displaces 7650 tons and is 533 feet long. This makes her nearly three times longer and four times heavier than *Constitution*.

In addition to the *Terrier* missile, she is equipped with antisubmarine rockets (*Asroc*), conventional 3-inch/50-caliber guns, and torpedo tubes. A helicopter landing platform and search and detection equipment add to her capabilities.

Yarnell belongs to a new class of guided missile frigates, the first of which was her sister ship, USS *Leahy* (DLG 16 . Compared to earlier guided missile frigates, these ships are larger, heavier, and have greater missile firepower.

All spaces are air-conditioned and two steam turbines provide the power for speeds of more than 30 knots. Twenty-one officers and 352 men make up *Yarnell's* complement.

The new frigate is the first ship to be named for the late Admiral Harry E. Yarnell. An 1897 graduate of the U. S. Naval Academy, he served in the Spanish-American War, the Philippine Insurrection, the Boxer Rebellion in China, and World War I.

After retiring from active duty in November 1939, ADM Yarnell was recalled to active duty just before the outbreak of World War II. He served as a special advisor to the Chinese Military Mission from November 1941 until January 1943. Again recalled in June 1943, he served in the Office of the Chief of Naval Operations until relieved of all active duty in December 1944. He died in 1959.

They Help You Fly Right

The thousands of high-flying pilots and crewmen who operate from U. S. Naval Station, Roosevelt Roads, Puerto Rico, each year rely on just six men of the liquid oxygen plant there for their life-giving oxygen supply while in the rarefied atmosphere.

The half-dozen men produce both the conventional form of oxygen, and the unusual liquefied form. Working on a 'round-the-clock basis, they manufacture 260 gallons of liquefied oxygen per day. One day each month they devote their talents to the production of the gaseous form of oxygen, which is much easier to produce than the liquefied form.

Production of the liquid form of oxygen involves a number of steps.

First, the air is purified and "dried out," then fed into a compressor, which compresses it to 2600 pounds per square inch. Then it is rapidly expanded. When it expands, it gets so cold it turns into a liquid.

The partially liquefied air is fed into a distillation column, a two-story-high affair which separates the various gases that make up the air we breathe.

Oxygen turns into a liquid at 297 degrees below zero, and the other gases must be colder to liquefy, so the oxygen settles to the bottom of the column and then it is drawn off.

Air is composed mainly of oxygen





A TWISTER — LCU 1620, fitted with two vertical-axis propellers, can stop in three quarters of her length, from full speed of more than 11 knots, and can turn complete circle in still water in less than 10 seconds.

Navy Has Had a Communication Satellite Since '54—It's Out of This World

Although it's not generally known, the Navy has had a communication satellite since 1954. It is the moon.

In tests conducted that year, the moon was used as a reflector to transmit and receive radio messages and photographs between Hawaii and Washington, D. C.

The Naval Radio Station, Wahiawa, Oahu, Hawaii, now a branch of the Naval Communications Station, Honolulu, was used to relay the first message.

Today the moon relay system is capable of operating between five and eight hours a day, using two transmitters and two receivers. However, this daily operating period can only be achieved when the moon is visible at both stations. The transmitters are located at Opana, Oahu, and Annapolis, Md.; the receivers at Wahiawa, Oahu, and Cheltenham, Md.

Messages transmitted by this system travel approximately 500,000 miles—from Hawaii to the moon to Maryland—in two-and-one-half seconds.

Each transmitter and receiver is housed in a small concrete building with an 84-foot parabolic dish antenna mounted on its roof.

The moon relay system has two advantages over other communications systems. Its operation is not affected by sun spots and atmospheric disturbances. It is also considered to be jam-proof, because it would require an identical system to jam or disrupt its messages.

Unaffected by atmospheric conditions, it acts as a safety-valve to prevent messages from becoming backlogged when conventional circuits are unusable.

The Naval Communications Station, Honolulu, has three main branches—located at Pearl Harbor, Wahiawa, and Lualualei—which employ over 1000 officers and men. Over seven-and-one-half million messages a year are handled by these stations.

During astronaut Walter M. Schirra's six-orbit flight on 3 Oct 1962, NAVCOMMSTA Honolulu was responsible for relaying his voice to the National Aeronautics and Space Administration's control facility at Kokee, Hawaii. This station also provided voice and teletype communications between the commander of the recovery task force and the ships and planes of the force stationed near Midway Island.

The communication station's most important job is keeping the Navy's Pacific Fleet ships in touch with their headquarters ashore. The 500,000-watt, very low frequency transmitter at the Lualualei Station is responsible for a large part of this task. It is capable of contacting Navy ships operating anywhere in the Pacific.

and nitrogen. Nitrogen does not liquefy until it reaches a temperature of 321 degrees below zero. The oxygen plant also produces nitrogen, but as a separate product, not as a by-product.

The other gases that make up air are eliminated except .05 per cent of the argon, which is mixed with the liquid oxygen. The oxygen is 99.5 per cent pure.

The plant provides oxygen for pilots and crewmen for high-altitude flying. The older aircraft use the gaseous form, and the new jet airplanes use the liquid oxygen systems.

Whether the plane uses the gas or liquid system, the end product is always the vaporized form of oxygen. The liquid type turns to a gas when its temperature is raised. The liquid system has one major advantage—on a volume-to-volume ratio, there's much more oxygen in the liquid form than in the gaseous.

— Bill Mussett, JO2, USN.

Buoys Do a Man's Job

That was quite a switch the Navy's U. S. Fleet Weather Facility, San Diego, pulled recently. They sent a couple of buoys to sea to do a weatherman's work.

The buoys, in this case, were robot weather buoys which were moored at two separate locations off the lower California coast. They represent the beginning of an experiment aimed at furnishing more complete weather data to San Diego.

The area where the two robot buoys have been anchored—one 170 miles and one 370 miles southwest of San Diego—has long been considered a blind spot by weather forecasters. There is little ship traffic in that vicinity, and a storm or bad weather can oftentimes approach quite close to San Diego before it is detected.

Fleet Weather Facility, San Diego, which is conducting the tests, is hopeful that the two buoys, operating in conjunction with a radar weather station at Catalina, will provide at least part of the answer to this problem. If they do, more of the robot buoys will be stationed in other trouble spots.

Painted a fluorescent reddish-orange with two vertical blue stripes for ready identification, the foam-filled fiberglass buoys are eight feet in diameter and three feet thick. Each carries a 20-foot antenna mast supporting a radar reflector and propeller-driven wind equipment. Auto-

(*Continued to Page 38*)



International Shooter Badge

Navy Chief Petty Officer Kenneth L. Pendergras is the first person in the naval service to receive the United States Distinguished International Shooter Badge. The recipients of this award must have won a gold medal for first place in a recognized international shooting match.

Chief Pendergras qualified by being a firing member of the U. S. World's Championship Skeet Team in Cairo, Egypt, in October 1962. He was the last one to fire and knew that he had to break 25 out of 25 targets for the U. S. to win—and he did.

Chief Pendergras is shown being congratulated by CAPT J. L. Counihan, USN, Chairman of the Interservice Sports Committee.

matic equipment installed inside will broadcast wind velocity and direction, barometric pressure and air temperature in Morse code every six hours.

A tripod suspension weight extends nine feet below each of the buoys for stability in rough seas. Mooring cable is multiple-strand wire rope tested to anchor the 1200-pound buoy even during heavy weather. Each has a 20-foot radius of drift, and is so constructed that a fishing vessel would merely shove it to one side without harm to buoy or boat in case of an accidental collision.

Only one other automatic weather station is currently in operation at sea. This is NOMAD, a boat-type station moored in the middle of the Gulf of Mexico, which has operated quite successfully during the last three hurricane seasons in that area.

NavCad of the Year

The Outstanding Naval Aviation Cadet award for 1962 has been presented to ENS David G. Mitchell, a young bachelor with varied interests and a promising future.

The 26-year-old Mitchell is an accomplished sky diver, skin diver and ham radio operator, who achieved the highest over-all score among his fellow students in flight proficiency, academics and officer-like qualities while enrolled in the Navy's Flight Training Program at Pensacola, Fla. He flew to Washington, D. C., recently, to receive the Cadet of the Year Gold Watch Award, and met President Kennedy, Secretary of the Navy Korth and other government officials.

A native of Arlington, Mass., Mitchell signed up as a NavCad in April 1961 after serving in the Air



OUTSTANDING NavCad of 1962, ENS David G. Mitchell, USN, is congratulated by President Kennedy.

Force as an enlisted man and studying at Worcester Junior College and Michigan University. He earned an associate engineering degree in electrical engineering, awarded by Worcester Junior College in June 1959.

Commissioned and designated a naval aviator last September after completion of flight training at Pensacola, Mitchell moved on to Corpus Christi, Tex., for advanced training with high-performance jets, working with the F11A *Tiger* fighter plane.

Mitchell's contact with flying came years before he signed up as a NavCad. He qualified for a private pilot's license in 1959 after completing 75 hours of flight time. He's a member of the Parachute Club of America, and, at last count, had made 83 jumps and sky dives. As a ham radio operator, he holds the Amateur Radio Technician license, and a First Class Radio Telephone license with radar endorsement.

After he was graduated from advanced training, Mitchell was selected for special training with the National Aeronautics and Space Administration. He is now assigned as an instructor with Training Squadron Three in Florida.

Forrestal's Moonlighters

Senior naval aviators of Carrier Air Group Eight aboard uss *Forrestal* (CVA 59), are now answering the call, "Relieve the watch; on deck section one," or two, or three. Commanders and lieutenant commanders attached to the air group are being offered the opportunity to train and qualify as underway OODs.

Aboard most carriers, training for underway OOD is reserved for the grades of lieutenant and below. But *Forrestal's* program is an effort to bridge the gap in officer training and experience caused by an early career concentration on aviation.

The training and qualifying of senior air group aviators for underway OOD calls for ambitious CDR and LCDR grade aviators, a heavy operating schedule, and a special watch bill aboard the carrier. Air Group Eight supplies the first ingredient, the Sixth Fleet operating schedule takes care of the second, and *Forrestal* provides the special watch bill.

Since all the trainees hold important positions in the air group, it is necessary to conduct OOD training so it will not interfere with the group's flying schedule. *Forrestal's* answer is to provide individual tutoring and allow these officers to stand watches at their convenience. When the program was started, two of *Forrestal's* experienced OODs were taken off the regular watch bill and assigned to train three aviators each. By careful scheduling, these groups of three, plus their instructor, were combined into a watch team and used together on the bridge.

The key to the system was to grant special status to the teams in the following two ways. First, they were not rotated on the regular watch bill. And, they were also permitted to use members of the regular watch for fill-ins as required.

When possible, the team leaders selected the most active bridge watches for training. Sorties, port entries, replenishments, formation rendezvous and ASW exercises gave the most experience in the shortest time.

Approximately 125 hours of



SMOKE AT LAUNCH — A *Terrier* missile streaks from USS *Springfield* (CLG 7) during missile firing exercise off coast of Southern France.

bridge watch time, and 100 hours of briefings, ship's tours, and study, proved to be sufficient to prepare an officer to take the deck.

He was then required to stand the "top watch" (underway OOD), during each of the ship's major evolutions, as well as several normal steaming watches. If his performance met the high standards required during fleet operations, the officer was then awarded his letter of qualification.

The idea behind such training, to strengthen the potential of aviation officers for command at sea, is not new. And during the past four months on board *Forrestal*, that idea has become a reality.

Results at the time of this writing: six naval aviators qualified as underway OOD, six others in training, plus a strengthening of the carrier-air group relationship.

CVS Sails with Less Tonnage

The 55 sailors on board USS *Lake Champlain* (CVS 39) had just completed an exercise session and were heading for the mess decks. Walking down the chow line they passed up the spaghetti and potatoes, chose sparingly of the meat and vegetables, ignored the cake and ice cream, and stopped in front of the lettuce and fresh fruit table.

The sailors' purpose was to reduce drastically those extra pounds they've accumulated, through exercise and cutting their calorie intake to 1000 per day. And the program is working well.

The medical officer in charge of trimming down *Lake Champlain's* well-rounded Navymen reports that most of his charges are doing fine, with losses of seven pounds average the first week and a bit less each week thereafter. In most cases, men who have not previously been able to lose weight are reporting smaller dimensions.

The average excess beef on the 55 reducing sailors is 22 pounds per man. Over half of the 55 are senior petty officers.

One of the incentives in the reducing program is that excess weight cuts down their desirability for reenlistment, and is not helping their chances of advancement. But the big factor is the improvement in their appearance.

The rest of *Lake Champlain's* crew is cheering the slim-liners on to new achievements.



FROM DOWN UNDER — *USS Arneb* (AKA 56) has returned to Norfolk, Va., after seven-month, 32,000-mile supply mission to bottom of the world.

Man Overboard

"When they pulled me out of the water they said I was as blue as my dungarees. I guess the water was cold, but at the time I didn't have much time to notice it."

Of chief (and immediate) interest to William Miller, AA, was a speedy rescue. He wasn't disappointed.

It was one day early this year, and USS *Franklin D. Roosevelt* (CVA 42) was sailing at 21 knots in the Mediterranean, launching aircraft. Miller, on the flight deck, was caught in a jet blast and hurtled overboard into the frigid and turbulent waters 60 feet below.

"I don't remember anything about falling. The first thing I knew I was in the water swimming."



A BIG CATCH — David W. Carroll, YNCS, USN, poses beside 160-lb. halibut boated off Kodiak Island.

He didn't have to swim for long, although the five minutes he spent in the stormy, 50-degree water seemed a lot longer.

"I went under with every swell. Each time I swallowed more water. I was beginning to think I'd had it."

Miller was wearing his foul-weather jacket at the time, but threw it off when it became water-soaked and started pulling him under.

USS *Myles C. Fox* (DDR 829), 1500 yards from *Roosevelt* when the "man overboard" alarm sounded, spotted Miller and eased about for his rescue. Walter M. Roberson, Jr., SN., jumped over the side of *Fox*, swam through the heavy seas to Miller's side, then helped him back to the ship.

"On board *Fox* they treated me like a special guest. Guess I was, sort of. First they offered me brandy, but I didn't want any. Then they offered me coffee, but I refused that, too. Later, I felt a little better and ate some soup."

A message to *Roosevelt* reported Miller to be in good condition, suffering only from a headache. "I didn't have to go to sick bay because there really wasn't anything wrong with me—I was just a little scared and cold."

Afer a day of rest on board the destroyer, Miller was transferred back to his ship. His parting comment: "This has been very interesting, but I don't think I'd care to do it again."

The moral? Miller kept his wits about him, most important of all, didn't panic. The Navy did the rest.

SERVICESCOPE

Brief news items about other branches of the armed services.

THE FIRST TIE-DOWN FIRING of the *Apollo* lunar spacecraft launch escape system provided another milestone on man's path to the moon.

The escape structure will protrude above the *Apollo* spaceship like a bowsprit when the National Aeronautics and Space Administration launches its manned vehicles toward the moon. Its job will be to fire in any emergency during launch, pull the spacecraft up and away from the booster rocket, and permit deployment of parachutes so the astronauts can return safely to earth.

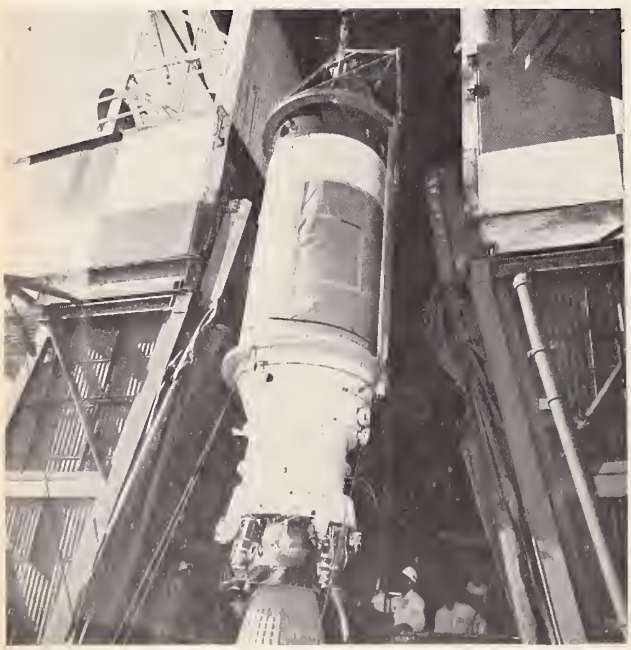
The test marked the first time that all major elements of the escape system have been assembled and tested as a package.

Mounted in a vertical position, the assembly extended 35 feet above the floor of the test bay. From the bottom up, the components of the system include the launch escape tower; the launch escape motor; a section incorporating the jettison motor; a section enclosing the pitch control motor; and a conical forward section containing instrumentation. During the test the system was tethered to the test pad to prevent it from rising.

A major test goal was to verify the design soundness of the tower under actual conditions of rocket thrust loads, vibration and exhaust temperature.

To gain knowledge in these and other areas, engineers hooked up strain gauges, tri-axial accelerometers, thermocouples, heat flux meters, microphones and a myriad of other instruments to important locations on the motors and tower.

Future tests of the system will be held at White Sands, N. M., and will include actual airborne launchings of the escape system from the launching pad, and eventually test firings during sub-orbital and orbital unmanned flights of the entire *Apollo* structure.



USAF Agena launch vehicle is hoisted to top of gantry at Cape Canaveral for mating with *Atlas* booster.



THE SANDPIPER, Army's experimental lightweight, rough terrain forklift is designed for clearing drop zones.

THE ARMY IS RECEIVING 400 new four-wheel drive tractors, commercially developed to its own specifications.

The new tractors have hydraulic steering and are powered by six-cylinder diesel engines. They can ford three feet of water and be equipped with a dozer and winch, pull a scraper or trailer, or be fitted with a snowplow or compactor wheels.

They are powerful enough to handle tough dozing assignments and fast enough to maintain convoy road speeds while pulling a heavily loaded trailer.

The tractors have a 140-inch wheelbase, are 124 inches wide and 136 inches high.

Despite their size, they can be maneuvered easily and, at 52,000 pounds each, can be transported by air.

★ ★ ★

SCIENTISTS OF THE AIR FORCE Missile Development Center at Holloman AFB, N. M., have come up with a number of ways of finding out how much punishment a nuclear reactor can take if a missile in which it is carried should fail during a launch.

In the past, they have submerged reactors in water, dropped them on concrete, blasted them with TNT, and doused them with liquid oxygen. More recently, they've taken a cylindrical reactor package which measures 18 by 24 inches, and fired it at speeds up to 520 mph, through a 36-inch hole in a block of concrete.

The latter of these reactor punishment tests was conducted by the Track Test Division of MDC, using a SNAP (System for Nuclear Auxiliary Power) reactor test unit. The purpose of the test was to determine what would happen to the reactor, particularly the sodium potassium liquid metal used as a heat exchanger, if the unit should hit the water at high speeds.

The SNAP reactors did not contain fuel or other radioactive material.

The thread-the-concrete-needle idea was a logical conclusion. Ordinarily, a rocket sled would follow the reactor into the water, resulting in debris that would hamper observations.

The concrete block, with a 36-inch diameter hole in the center, was placed on the rails of the rocket sled track. At peak velocity, the sled, which was made of wood, smashed into the block, destroying itself.

The reactor was thrown through the hole and into a tank of water at the desired speed. High speed cameras recorded the impact through the plastic walls of the tank.

★ ★ ★

ARMY UNITS BASED in Europe are being equipped with the new solid fuel *Sergeant* missile system in a program designed to phase out USAREUR use of the liquid fuel *Corporal*, which has been operational in Europe for the past six years.

Replacing the *Corporal* system with *Sergeant* is part of an Army modernization program.

Although both missiles are capable of carrying nuclear warheads, *Sergeant* is less complicated. It has a solid propellant motor which shortens firing preparation time, and requires less manpower and maintenance equipment than *Corporal*. In addition, *Sergeant* can be fired from mobile launchers.

★ ★ ★

THE AIR FORCE THOR space booster rocket has launched its 100th space vehicle. In 93 of the 100 launches from either Vandenberg Air Force Base, Calif. or Cape Canaveral, Fla., *Thor* has performed successfully.

Besides being used in 100 space launches, 82 *Thor* boosters have been used in support of military and scientific programs.

Developed from the Air Force *Thor* intermediate range ballistic missile, the space booster was first tried on 17 Aug 1958. Combined with a modified *Vanguard* second stage and a solid propellant third stage to form a launch vehicle known as the *Thor Able I*, it lifted off from Cape Canaveral in an attempt to put a scientific satellite around the moon, but a malfunction destroyed the vehicle 77 seconds after launch.

However, a little more than a month later, a second *Thor Able I* sent the *Pioneer I* spacecraft over 71,000 miles into space—the deepest penetration of space up to that time. This probe confirmed the existence of the Van Allen radiation belt and provided more valuable data on this phenomenon.

Thor has since launched Army, Navy, and National Aeronautics and Space Agency satellites.

From February 1959 to February 1962, the Air Force achieved numerous technical firsts, due in part to the reliability of the *Thor* booster. Among these were:

- First satellite to achieve polar orbit.
- First capsule to be recovered from earth orbit.
- First capsule to be recovered in mid-air.



BIG SHOT — Pennsylvania's 28th National Guard Division fires *Honest John* during training session.

★ ★ ★

THE ARMY has conducted its first successful off-range test firing of the rugged *Sergeant* missile. The missile was launched from the Plains of San Augustine facility near Datil, N. Mex. and impacted on the White Sands Range, White Sands, N. Mex.

The primary purpose of the test firing was to study *Sergeant's* flight characteristics on a west-to-east trajectory.

Sergeant is a solid-propellant missile system which became operational last October. It is replacing the less mobile, liquid-fueled *Corporal* assigned to the NATO defense forces in Europe.

It is air transportable and is launched from a near vertical position off a mobile erector-launcher.

★ ★ ★

AIR FORCE'S F-105D tactical fighter is being given more punch. Now able to carry four 750-pound bombs, modifications under way on the supersonic jet will permit it to carry as many as 16 such bombs on external mounts.

With the added weapons capability and the all-weather navigational and fire control electronic systems that are built into the F-105D, excellent close tactical support of ground troops will be possible.

Speed, maneuverability and firepower qualify the F-105D for some 15 different types of missions, and it has been determined that it can now carry over 4000 combinations of weapons. These range from smoke, fire, and leaflet bombs to guided and unguided missiles (*Sidewinder* and *GAM 83*), a variety of bombs up to 3000 pounders, nuclear and thermonuclear missiles, and a 20mm automatic cannon that can fire at the rate of 6000 shots a minute.

Changes are expected to be complete by late 1963.



PILOT MODELS Army's new M-17 gas mask, worn by all soldiers during a field training exercise in Italy.

THE BULLETIN BOARD

Here Are Changes in Regs Concerning Advancement Exams

WITHIN A relatively short time, E-6s will have twice as many opportunities each year to strike for chief as at present. In 1964, both February and August examinations for PO1s taking the test for chief petty officer will be scheduled. Thereafter, E-7 exams will continue to be administered twice annually.

Several other changes to BuPers Inst. P1430.7D, incorporated in Change Three to that Instruction, will affect the path of advancement and eligibility for advancement in rating of many active duty enlisted personnel. Change Three was issued 22 April, and is now in effect.

• ***Completion of Schools*** — One part of the change allows for satisfactory completion of Class "B" school to satisfy the training course requirement for E-5 and E-6 rates. Previously, only E-6 candidates enjoyed this benefit.

Two rates have been added to the list of rates requiring successful completion of a school to establish eligibility for advancement. Personnel striking for HM3 are now required to complete Class "A" Hospital Corps School successfully, and AME3 strikers need Aviation Structural Mechanic Equipment Class "A" School to be rated. Previously this list included only PR3, DT3, MNCA, MUCA, AGCA and PT3.

• ***Enlisted Women*** — The paths of advancement for enlisted women have been slightly altered. Enlisted women will no longer be permitted to enter the commissaryman or ship's serviceman ratings, but data systems technician and the new aviation maintenance administrationman ratings will be open to them.

• ***Foreign Nationals*** — As in the past, foreign nationals will not be recommended for advancement to a rate or rating which requires access to classified information, except in accordance with BuPers Instructions in the 1440.5 series, but the list of rates and ratings open to foreign nationals has been slightly altered. (There is a difference between "foreign nationals" and "immigrant aliens"—see the paragraph below.)

Personnel in this category are no longer eligible for advancement in the interior communications electrician rating, but are now eligible for the aviation machinist's mate and parachute rigger ratings.

Postal clerk, though not a rating generally requiring access to classified information, remains closed to foreign nationals because, in accordance with OpNav Inst. P2700.14B, postal clerks must be U. S. citizens.

• ***Immigrant Aliens*** — Two subparagraphs defining the status of immigrant aliens have been added to the Instruction. An immigrant alien is defined as an individual who has been lawfully admitted to the United States for permanent residence under an immigration visa, and who has filed a declaration of intent to become a citizen by executing Naturalization Form N-315.

Immigrant aliens are eligible for advancement to and in any rate or rating for which they are qualified. For ratings requiring access to classified information, however, eligibility for security clearance (i.e., completion of a satisfactory background investigation) must be established in accordance with Article 1507 of OpNav Inst. 5510.1B before advancement to the rating is permitted.

When an immigrant alien desires to advance into a "classified" rating, the necessary background investigation will be initiated immediately. If qualification for the rating is contingent upon completion of classified training schools or courses and/or classified Navy-wide examinations, this security investigation must be completed before participation in such training or examination is permitted. Interim clearance may not be granted. Participation in nonclassified training and examinations is permissible, but in no case may actual advancement to the rating be effected prior to the establishment of clearance eligibility.

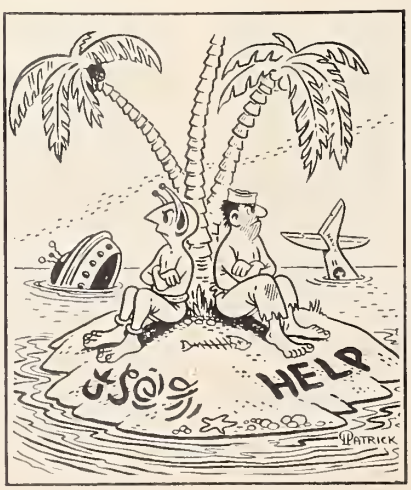
• ***Delayed Exams*** — Another change in the instruction deals with delayed substitute examinations for advancement in rating exams.

Requests for delayed substitute examinations for personnel who, through no fault of their own, were prevented from taking the examination on the regularly scheduled date, must *reach* the Naval Examining Center not later than one month after the regularly scheduled date of exam administration. Such a request could previously be *submitted* to the Naval Examining Center no later than one month after exam date.

• ***Disciplinary Status*** — Change Three indirectly clarifies the rule regarding the eligibility for advancement of personnel serving a suspended reduction in rating sentence. Previously, BuPers Inst. P1430.7D considered a reduction-in-rating sentence an *imposed* sentence, thus rendering any individual serving a suspended reduction in rating sentence ineligible for advancement. (*BuPers Manual*, Article C-7207, states that personnel in a disciplinary status—as opposed to a probationary status—are ineligible for advancement in rating.)

Through omission of the sentence in the instruction defining a suspended reduction-in-rating sentence as an imposed sentence, the period during which an individual serves in a suspended reduction-in-rating status has indirectly been redefined as a probationary period. The individ-

SPACERS



ual is thus eligible for advancement (*providing* the other criteria, including the commanding officer's recommendation, have been fulfilled) while serving his suspended sentence.

If the individual should be advanced while serving a suspended reduction-in-rating sentence, the advancement automatically remits the remainder of his sentence, and his probation is automatically over.

• ***Award Credit*** — One award has been added to the list of awards from which credit toward the multiple can be derived. This is the Secretary of the Navy Commendation for Achievement, which is worth 2.00 points.

• ***Change in Codes*** — The only other major change to the present advancement regulations effected by Change Three is a revised list of processing codes which are used by the Chief of Naval Personnel and the Naval Examining Center when promulgating the results of Navy-wide examinations. Be sure to check the revised translations of numerical codes on your command bulletin board for information regarding your next exam results.

Sperrymen Well Informed By Chief on Career Matters

USS *Sperry* (AS 12) has inaugurated a program of career counseling in an effort to aid more men to advance in their professional fields and to help them further their education What sparked the program was the Bureau of Naval Personnel Instruction issued last June on the subject of reenlistments.

Under the direction of the ship's I & E officer, the program features personal interviews which are conducted by George A. Oliver, ENCA, USN, designed to point out the fields best suited for an individual.

During the normal tour of duty on *Sperry* all men will be interviewed at least three times. Those finishing their naval service and not wishing to continue are given advice and information concerning the best opportunities open to them in planning for their future as civilians.

For those who are undecided about a naval career, counseling provides the opportunity to point out different programs of advancement through enlisted grades to officer ranks, in addition to an explanation of programs such as STAR and SCORE.

According to the chief, many Navymen are not aware of the opportunities available for advancement, or future diplomas or degrees. The Navy has many courses open to its personnel through correspondence courses or actual classroom work, after and during duty hours. Studies can be pursued at civilian colleges and high schools in most stateside home ports of ships.

Chief Oliver is well qualified for the job. He received his high school diploma through GED and credits earned while attending the Long Beach, Calif., evening high school. He completed junior college at Long Beach City College and holds several units towards his Bachelor's degree at Long Beach State. He is also a graduate of the Navy's nuclear power program.

The chief stresses to each interviewee the value of taking courses at schools in *Sperry's* home port of San Diego. Many of the ship's crew have already completed high school in this way, and others are studying for their college degrees.

The program has benefited both the individual Navyman and the naval service. The effects are noticeable in improved on-the-job duties, increased off-duty studies, and in reenlistments.

Marines Switch to Black

The Marine Corps is adopting black uniform accessories. Black shoes, socks, and gloves will replace the dark brown accessories now worn by Marines. The change becomes effective when present stocks of the brown items are depleted.

Because the change will eliminate 188 Federal Stock Numbers, it is estimated that thousands of dollars will be saved annually.

Black accessories are now used by the Army, Navy, and Air Force.

WAY BACK WHEN

The Caves of Yokosuka

Beneath the Naval Base at Yokosuka, Japan, a network of tunnels which zig, zag, and intersect for 20 miles or more, forms a labyrinth that for years has stirred the curiosity of Yokosuka-based Navymen.

The maze of underground space is no mystery at all. The origin of the Yokosuka caves is well documented, even though only 16.5 miles of the estimated 20-mile labyrinth are charted.

The caves were begun on a limited scale in 1940 as air raid shelters. The sandrock composition of the hills of Yokosuka, covered by only a few feet of top soil, made the digging of large rooms impossible without extensive supporting braces. Therefore, most of the caves were made relatively small, with connecting tunnels.



But, by 1942, a solidly supported command cave as large as a two-story building had been completed, and work was stepped up to dig in quarters for the base personnel department, arsenal, gunnery and navigation schools, and hospital annex. Tunnels were later dug to connect the command cave with various underground personnel spaces.

In 1945, all machine shops and communications devices were moved underground, and a 100-bed hospital was dug in beneath the base. Two midget submarine assembly plants were gophered near the water front.

After the U. S. Navy moved into the base, the sub assembly caves were extended to form tunnels for vehicular traffic, which are still in use today. The other tunnels, caves, and underground quarters, to which there are 437 entrances throughout the base, are maintained as air raid shelters.

"New" caves have been accidentally uncovered in recent years. An earth roller recently dropped into an uncharted cave while tamping down a roadbed behind the base petty officer's club.

These Rules on Advancement Eligibility May Apply to You

IF YOU'RE HITTING the books in preparation for the Navy-wide advancement tests scheduled for late this month and early next, now's the time to review some of the exam policy points contained in the latest BuPers Notice on the subject.

In addition to announcing the exam schedule, BuPers Notice 1418 (dated 17 May 1963) contains some timely information on many of the aspects of advancement.

• *EN to MM*—If you're an engineman striker (ENSN), or an EN3 or EN2, and hold a BuPers-assigned NEC of nuclear powerplant operator, you may be tested for advancement to the next higher machinist's mate grade. (Here's why: Nuclear submarine allowances now include the machinist's mate rating. Enginemen trained in nuclear propulsion have been filling these billets and some of the MM billets on nuclear powered surface ships. In order to match ratings with actual jobs, qualified ENs are encouraged to switch to MM. Of course, the appropriate training course, practical factor and performance test requirements must be met before any EN will be authorized to compete for MM.)

• *Profile Cards*—After test results are published, your command will be provided with individual profile cards for men and women who failed the exams for E-4, E-5 and E-6. Profile cards will not be provided for E-8 and E-9 candidates.

• *TAR*—Surface TARs in YN, PN, DK and SK ratings, who are attached to naval district and river commands, and all CNARESTRA TARs, will take the same exams written for active duty personnel, but will compete for vacancies only among themselves. TARs not serving in these categories will take the regularly scheduled Navy-wide exams, and will compete with Regular Navymen for advancement openings.

Exam Schedule

Here's the test schedule. Navy-wide exams for advancement to pay grades E-4 through E-6, and E-9, will be conducted this month and next, as follows:

Exams For	*Held On*
E-8/E-9	Tuesday, 30 July
E-6	Thursday, 1 August
E-5	Tuesday, 6 August
E-4	Thursday, 8 August

• *LDO*—If you have already been selected for promotion to commissioned status as a Limited Duty Officer, you are not eligible to compete for advancement to E-8 or E-9 (unless you have notified the Chief of Naval Personnel that you do not intend to accept the commission as a Navy officer.)

• *Delayed Exams*—After the regularly scheduled exam dates, authority to administer delayed substitute exams may be granted in cases of individuals who, through no fault of their own, were prevented from being tested on schedule. Requests for delayed exams should be addressed to the Commanding Officer, Naval Examining Center, Great Lakes, Ill. Requests for delayed substitute exams must arrive at the examining center not later than 10 Sep 1963.

(On the subject of delayed exams, COs have been instructed to screen all requests closely. In recent years, such requests have been excessive, expensive and, in many cases, unnecessary. Less than 75 per cent of delayed exams requested are actually utilized. Should this trend continue, warn advancement officials, the late exam policy may be canceled altogether.)

Other points contained in BuPers Notice 1418 are, for the most part, of administrative interest to COs and testing authorities.

Included is the word on:

• Preparation of NavPers 624 forms.

• Advancement of foreign nationals. (See page 42.)

• Requests for changes in ratings.

• Administration of stenography performance tests for YN.

• Ordering of exams.

List of Motion Pictures Now Available to Ships And Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

Motion Pictures

Nine Hours To Rama (2250) (C) (WS): Suspense Drama; Horst Buchholz, Diane Baker.

Sodom and Gomorrah (2251) (C): Drama; Stewart Granger, Pier Angeli.

Crooks Anonymous (2252): Comedy; Leslie Phillips, Stanley Baxter.

The Impersonator (2253): Sus-



IT'S ALWAYS CONDITION GO to orbit ALL HANDS Magazine; so pass this copy to nine shipmates.

Changing Your Rating?

Two of the fine administrative points in advancement and change of rating policy have been spelled out in BuPers Notice 1418, the latest advancement directive.

Men and women who request a change in rating, and are recommended for such, can't be nominated for advancement in their present rating.

Personnel who are under instruction in Class "A" and "B" schools for the purpose of changing rating will be permitted to compete for advancement only in the rating for which instruction is received. (Exception: Those who have completed less than eight weeks of instruction may be examined in present rating.)

Check BuPers Inst. 1440.5D, BuPers Inst. P1430.7D, and BuPers Notice 1418 (17 May 1963).

pense Drama; John Crawford, Jane Griffiths.

The Desert Rats (2254): Drama; Richard Burton, James Mason (Re-Issue).

Battle At Apache Pass (2255): Western; Jeff Chandler (Re-Issue).

Criss Cross (2256): Drama; Burt Lancaster, Yvonne De Carlo (Re-Issue).

A Swirl Of Glory (2257): Action Drama; Randolph Scott, Adele Jergens (Re-Issue).

Barabbas (2258) (C) (WS): Drama; Anthony Quinn, Silvana Mangano.

Cleopatra's Daughter (2259) (C) (WS): Melodrama; Debra Paget, Robert Alda.

Singer Not The Song (2260) (C) (WS): Drama; Dirk Bogarde, Mylene Demongeot.

The Raven (2261) (C) (WS): Comedy Drama; Vincent Price, Peter Lorre.

You Gotta Stay Happy (2262): Comedy; James Stewart, Joan Fontaine (Re-Issue).

Affair In Trinidad (2263): Drama; Glenn Ford, Rita Hayworth (Re-Issue).

Gunfighters (2264): Western; Randolph Scott, Barbara Britton (Re-Issue).

Stop, You're Killing Me (2265): Comedy; Broderick Crawford, Claire Trevor (Re-Issue).

Diamondhead (2266) (C) (WS): Drama; Charlton Heston, Yvette Mimieux.

Critic's Choice (2267) (C) (WS): Melodrama; Bob Hope, Lucille Ball.

A Bomb For A Dictator (2268) (C) (WS): Melodrama; Pierre Fresnay, Michel Auclair.

Cairo (2269): Melodrama; George Sanders, Richard Johnson.

Prince of Foxes (2270): Adventure; Tyrone Power, Wanda Hendrix (Re-Issue).

Ride The Pink Horse (2271): Mystery Drama; Robert Montgomery, Wanda Hendrix (Re-Issue).

Monkey Business (2272): Comedy; Cary Grant, Ginger Rogers (Re-Issue).

The Mob (2273): Drama; Broderick Crawford, Betty Buehler (Re-Issue).

The Courtship of Eddie's Father (2274) (C) (WS): Comedy; Glenn Ford, Shirley Jones.

Man From The Diners Club (2275): Comedy; Danny Kaye, Cara Williams.

My Six Loves (2276) (C): Comedy Drama; Debbie Reynolds.

30 Years of Fun (2277): Compilation; Charlie Chaplin, Laurel and Hardy.

Operation Pacific (2278): Drama; John Wayne, Patricia Neal (Re-Issue).

The Breaking Point (2279): Drama; John Garfield, Phyllis Thaxter (Re-Issue).

Bend of the River (2280): Western; James Stewart, Julie Adams (Re-Issue).

Man Behind the Gun (2281): Western; Randolph Scott, Patrice Wymore (Re-Issue).

House of the Damned (2282) (WS): Mystery Drama; Ronald Foster, Merry Anders.

Son of Flubber (2283): Comedy; Fred MacMurray, Nancy Olson.

In Search of the Castaways (2284) (C): Comedy Drama; Maurice Chevalier, Hayley Mills.

Papa's Delicate Condition (2285) (C): Comedy; Jackie Gleason, Glynis Johns.

No Highway in the Sky (2286): Drama; James Stewart, Marlene Dietrich (Re-Issue).

WHAT'S IN A NAME

Between Teiteiripucchi and Aaraanbiru

The Pacific atoll of Eniwetok, which consists of some 40 islets surrounding a 23-mile lagoon 2000 miles southeast of Hawaii, is best remembered as a World War II action site, and, in more recent years, a proving ground for U. S. atomic devices.

Few remember that Eniwetok is the land of Teiteiripucchi, Bokonaarappu, Elugelab, Muzinbaarikku, and other hard-to-pronounce names given the atoll's small islands by Marshallese natives long ago.

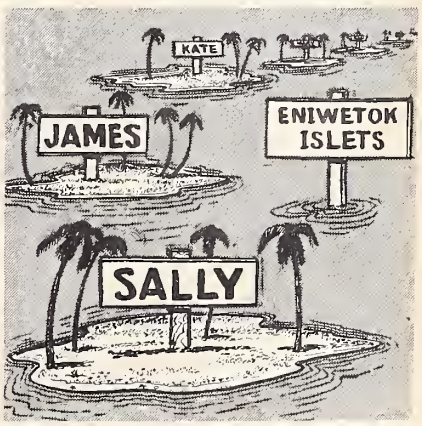
During the years since World War II, the U. S. Navy—a major Eniwetok developer and administrator—performed a name-simplifying operation.

Teiteiripucchi, for example, has been renamed "Gene" by Pacific Missile Range personnel who operate the missile tracking sites.

Names of other islets in the atoll read like a classroom roll call: Keith, James, Sam, Fred, Van, Oscar, Tom, Irwin, Henry, Glenn, Leroy, Bruce, Clyde, Alvin, Mack, David and Elmer.

For a feminine touch, others are named Pearl, Nancy, Kate, Flora, Daisy, Clara, Belle, Edna, Lucy, Mary, Olive, Ruby, Helen, Sally, Vera, Alice, Ursula, Irene, Tilda, Janet, Yvonne, and Wilma.

Now, when a missile makes contact at Eniwetok, PMR personnel find it's easier, and more clearly understood, to indicate the impact point as "between Gene and Leroy." Using the old names it would be the tongue-twisting "Teiteiripucchi and Aaraanbiru."



Report on Assignment and Rotation of Aviation Officers

CERTAIN CHANGES have been made in tour lengths for all aviation officers including LDOs. These changes are described in BuPers Inst. 1301.35A, along with a broad summary of Navy policies on assignment and rotation for aviation officers.

Upon completion of flight training, or training for the job to be performed as an aviation officer, the normal assignment will be to a squadron in which the just-completed training can be put to use.

When an aviation officer is assigned to his first seagoing squadron, he can expect to remain in the assignment for a full three and one-half-year sea tour, with modifications if it is an overseas squadron.

Aviation officers initially assigned to land based non-ASW squadrons (VW/VR/VQ/VU/HU, etc.) can expect a three and one-half-year tour, modified as required by overseas tours. However, these officers may request rotation to another type squadron after a minimum of two years in their first assignment, or upon completion of an overseas tour, whichever comes first. The following tour will normally be for two years, upon completion of en route training, but the total sea tour will not usually exceed five years.

Requests for rotation, during the first sea tour, must be forwarded to the Chief of Naval Personnel via the commanding officer and the appropriate type commander. Requests from officers in VR squadrons should be forwarded via the type commander of the type of squadron being requested.

The Instruction points out that transfer requests should be reasonable. For example, an aviator should not expect transfer to a jet squadron if he has had no jet training or experience with jet aircraft. Requests will be considered on the basis of the officer's aircraft qualifications and performance record, plus the effect of such transfer on operational readiness, the availability of the requested assignment, and how much training will be needed to fill the billet requirements.

Following sea tours for officers through the grade of LCDR will be approximately four and one-half years, and emphasis will continue to be placed on split tours. Two years may be spent in a ship, staff, or overseas assignment, then after about six months of functional training in the type of aircraft he is to fly next, he will be assigned to a squadron.

Shore tours for officers from ensign through lieutenant commander will usually be three years in length. Exceptions to this will occur when officers attend certain schools, including five-term, service college, or postgraduate training. In such instances, the shore tour may be extended to four years.

Commanders and above will continue to be rotated between sea and shore assignments as required to satisfy the needs of the service and the professional development of the individual officer.

After the first sea tour, officers assigned to an aviation squadron homeported overseas will normally have the same overseas tour length as specified for first tour aviation officers. Such tours, however, will not exceed the tour length "with dependents" for a particular area. BuPers Inst. 1300.26 series outlines the tour lengths for activities other than aviation squadrons located overseas, and gives the guidelines for rotation of naval personnel and overseas movement of dependents and household goods. Deviation from this policy will be made by the Chief of Naval Personnel as service needs and career interests dictate.

First tour Reserve officers may be extended in overseas assignments for a maximum of six months over a normal area tour so that their tour length will correspond to their release from active duty date (RAD).

Reserve officers en route to their first sea duty will not be required to extend their obligated service to qualify for overseas transportation of

Location	With/Dep	Rotate to	All Others	Rotate to
Hawaii (Except VW)	36	CONUS ShorDu	36	CONUS ShorDu
Hawaii (VW)				
a. Straight tour	36	CONUS ShorDu	36	CONUS ShorDu
b. Midway Rotation (accompanied by Dep)	18 to 24 Hawaii followed by 18 Midway	CONUS ShorDu	12 Hawaii followed by 12 Midway	CONUS sqd until RAD or completion appropriate sea tour
Japan	36	CONUS ShorDu	36	CONUS ShorDu
Okinawa	30	CONUS sqd until RAD or completion appropriate sea tour	24	CONUS sqd until RAD or completion appropriate sea tour
Philippine Is.	24	CONUS sqd until RAD or completion appropriate sea tour	24	CONUS sqd until RAD or completion appropriate sea tour

Location	With/Dep	Rotate to	All Others	Rotate to
Guam	24	CONUS sqd until RAD or completion appropriate sea tour	24	CONUS sqd until RAD or completion appropriate sea tour
Argentia, Nfld.	24	CONUS sqd until RAD or completion appropriate sea tour	18	CONUS sqd until RAD or completion appropriate sea tour
Bermuda	36	CONUS ShorDu	36	CONUS ShorDu
Guantanamo Bay, Cuba	24	CONUS sqd until RAD or completion appropriate sea tour	18	CONUS sqd until RAD or completion appropriate sea tour
Puerto Rico	36	CONUS ShorDu	36	CONUS ShorDu
UK, Italy, Spain	36	CONUS ShorDu	36	CONUS ShorDu

dependents and household goods. In these cases, the area tour will not be longer than the remaining obligated service, if the obligated service expires within eight months of the area tour, and is not less than 12 months.

An officer coming from an isolated overseas location where the tour length is two years or less will normally then be assigned to a Fleet activity homeported in the continental U. S. before being rotated to shore duty.

It is not the policy to order an officer to a tour at an isolated overseas location immediately after he has completed a three-year tour with an operational squadron, unless the officer requests it, and the Chief of Naval Personnel approves it.

Below are the overseas tour lengths and rotation policy for first sea tour aviation officers assigned to aviation squadrons homeported overseas. The tours are given in months.

First tour aviation officers who are first assigned to squadrons based in the continental U. S. may be rotated to an overseas squadron for the tour lengths listed below, provided the entire sea tour does not exceed three and one-half years and the officer remains in the same type of squadron that he was first assigned.

Cruising in *Constitution*

USS *Constitution*, historic *Old Ironsides*, has completed her turnaround cruise for 1963.

Constitution made the annual trip with the aid of three Navy tugs. They helped her about a mile out into Boston Harbor from her berth at the Boston Naval Shipyard, Charlestown, Mass., turned her around, then took her home from the two-hour outing.

Now the flagship of Rear Admiral Arthur H. Taylor, USN, Commandant of the First Naval District, the 166-year-old frigate has her position reversed each year so her masts and yardarms will not be warped by prolonged exposure to winds and sun from the same direction.

This year's cruise left her facing inland, starboard side to the pier. For more on *Constitution*, see this issue's inside front cover.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 10—Ordered half-masting of the flag in honor of the Navymen and civilians lost in USS *Thresher* (SSN 593).

No. 11—Called for continuing effort to prevent abuses in mailing of duty-free gifts.

No. 12—Announced convening of selection boards to recommend active-duty officers in the grade of captain (except TARs) for promotion to the grade of rear admiral.

No. 13—Congratulated the Chief of Information and the First and Ninth Naval Districts on awards for outstanding public relations projects.

Instructions

BuPers Inst. 1120.34A—Prescribes procedures by which eligible officers may request transfer to other branches of the armed forces.

Notices

BuPers Notice 7300 (23 April)—Summarized procedures for reporting six-digit identification numbers on availability reports.

SecNav Notice 1412 (1 May)—Disseminated a report on criteria for selection to flag rank in the Navy.

BuPers Notice 1520 (8 May)—Issued information on the Navy Postgraduate and Undergraduate Educational Program for the academic year 1964-65.

SecNav Notice 7220 (10 May)—Announced outcome of tests in which personnel were paid on a bi-weekly basis.

SecNav Notice 7220 (16 May)—Suggested procedural "safety precautions" for administration of pay and allowances.

BuPers Notice 1418 (17 May)—Announced schedule of Navy-wide examinations for advancement in rating.

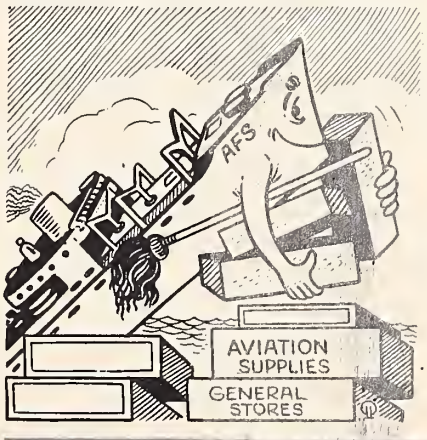
BuPers Notice 1306 (18 May)—Announced sea duty commencement cutoff dates for Seavey Segment 3-63.

BuPers Notice 1070 (21 May)—Issued instructions for using the Leave Record, Officer-Enlisted, NavPers 601-8 (Rev. 1-63).

HOW DID IT START

Combat Cargo Ship

Ships of the new AFS (combat cargo ship) class are named for small United States communities with the same names as astronomical bodies. Mars (AFS 1) and Sylvania (AFS 2), the first two ships of the class, are named after the planets Mars and Sylvania, and communities of these names in Pennsylvania (Mars and Sylvania) and Georgia and Ohio (Sylvania).



The double-meaning names are appropriate; the AFS will perform double duty, and then some, by carrying out all the cargo replenishment missions of the AF (store ship), AKS (general stores issue ship) and AVS (aviation supply ship). Eventually, the combat cargo ship will replace the three in supplying the Fleet with fresh food, general stores items, and aviation supplies. Much of the AFS cargo will be delivered by air; two cargo helicopters will operate from each.

Construction on *Mars* and *Sylvania* began in early 1962 at San Diego, California. Scheduled commissioning date is January 1964 for *Mars* but is not yet firm for *Sylvania*. The ships are 581 feet in length and have a 79-foot beam.

Summary of Requirements on Changing Your Rate or Rating

REGULAR NAVYMEN and full-time active duty Reservists (including TARS) who want to change ratings now have a greater opportunity to do so provided the change won't produce an imbalance in the over-all distribution of naval personnel.

The new program supplements existing programs to enable Navymen to transfer to the ratings for which they have the greatest aptitude and interest. Needless to say, the good of the Navy will take precedence over individual preferences.

The following rates and ratings are open: QM1, QM2, QM3, SM2, SM3, RD1, RD2, RD3, SO1, SO2, SO3, TM2, TM3, MTC, MT1, MT2, MT3, FT1, FT2, FT3, GMTC, GMT1, GMT2, GMT3, ET1, ET2, ET3, DSC, DS1, DS2, DS3, OM3, RM1, RM2, RM3, CT2, CT3, MA3, MM1, MM2, MM3, MR3, BT3, BR1, EM1, EM2, EM3, IC1, SF3, CE3, ADJ3, AT1, AT2, AT3, AO3, AQ1, AQ2, AQ3, AC3, AB3, AE3, AM3, PR3, AG3, PH3, PT3, AXC, AX1, AX2, AX3, AN, AA, AR, SN, SA, SR, FN, FA, FR, CN, CP, CR, TN, TA, TR, HN, HA, HR, DN, DA and DR.

Applicants for change must select a rating which is less crowded than their present rating and one for which there is an allowance within their duty station.

The applicants must also meet the qualifications prescribed for the rating for which they apply.

Rates and ratings can be changed administratively by the Chief of Naval Personnel. Administrative changes can also be made under authority of the *BuPers Manual* by commanding officers for certain Navymen in pay grades E-3 and below.

Changes in rate and/or rating can also be made by: Successfully completing in-service training or a conversion course in a service school; or passing a Navy-wide examination with or without taking in-service training.

Eligibility requirements are that the applicant must:

- Be a volunteer.
- Complete the required training courses, practical factors and performance tests for the rating he requests.
- Be serving in pay grades E-4 through E-6. (This is an extension of pay grades. The *BuPers Manual* provided for administrative changes in some categories for men in pay grades E-3 and below as noted above. Chief petty officers are still excluded from eligibility.)
- Have an average of 3.4 or above on all enlisted evaluations for two years before he requests the change.
- Be recommended by his commanding officer.
- Be authorized to compete in, and satisfactorily complete, the Navy-wide examination for the rating requested. Examinations are normally administered for pay grades E-4 and above in February and August. Applications for admittance to examinations must be submitted to the Chief of Naval Personnel at least two months in advance.

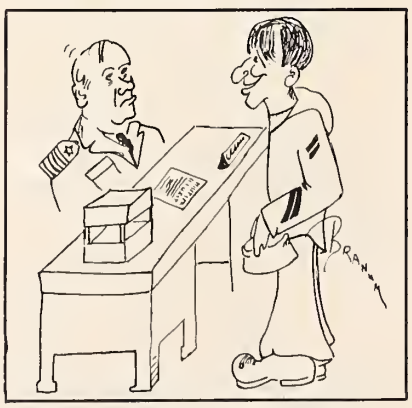
Anyone who has completed Class "B" School in his present rating or Class "C" and functional schools having a course at least 15 weeks long is ineligible to change his rating unless it is related to the rating to which he wishes to change.

Those who are authorized to change their rate or rating will be notified by the Chief of Naval Personnel through the regular Examining Center announcement letter.

Navymen who have been recommended for change in rating will not be nominated for advancement in the rating which they wish to vacate.

Examination for concurrent change in rating and advancement in the new rating will not normally be approved.

All-Navy Cartoon Contest
J. R. Branum, CS2, USN



"Stop me if you've heard this one."

Men who are in a formal program for change in rating may put in their request for change in rating examination up to three months before they expect to complete their requirements.

Those who are not in a formal program must obtain authority of the Chief of Naval Personnel when they are considered by their commanding officer to be qualified to change their rating.

Foreign nationals except immigrant aliens serving in the U. S. Navy may not apply for a change to a rating which requires United States citizenship or access to classified information.

The following are ratings for which they are eligible: AB, AD, AK, AM, BM, BR, BT, BU, CE, CM, CS, DK, DT, EA, EM, EN, EO, HM, ML, MM, MR, MU, PC, PM, PR, SD, SF, SH, SK, SW and UT.

Navymen who are not United States citizens but who are residing legally in the United States under an immigration visa and who have filed intent to become naturalized U. S. citizens within a year, are considered to be immigrant aliens.

An immigrant alien may have access to classified information provided he is cleared for security through a background investigation.

However, if he does not follow through with his intention to become a citizen, his security clearance will be revoked and he will be considered as a foreign national.

Details on changes in rate and rating can be found in BuPers Instruction 1440.5D. This instruction applies to enlisted women and men.

Rates and ratings to which enlisted women may be permitted to change are limited to: ET, YN, SK, TD, AC, AT, AG, DS, IM, RM, PN, DK, JO, DM, AK, AZ, OM, CT, MA, DT, LI, PH, HM, SA, SN, AA, AN, HA, HN, DA and DN.

Rules Laid Down on Inter-Service Transfers

By public law, the President of the United States may transfer any commissioned officer of the Army, Navy, Air Force, or Marine Corps, to any other of these services. The officer must, of course, consent to the transfer to the other service.

The Secretary of the Navy has directed the Chief of Naval Personnel to issue supplementary instructions to members of the naval service concerning interservice transfers.

BuPers Inst. 1120.34A provides the latest information. Addressed to all ships and stations (less Marine Corps field addresses not having Navy personnel attached), the instruction is dated 7 May 1963.

Twenty Year Limitation Offers More Billets to Lower Rated Stewards

There will be more billets open for stewards in the higher ratings as a result of a new retention board established in the Bureau of Naval Personnel.

There are several good reasons for this step. An exceptionally high reenlistment rate, coupled with a continued reduction in petty officer requirements, has resulted in overcrowded conditions in the higher steward pay grades.

Soon, a large number of stewards, enlisted during World War II, will become eligible for transfer to the Fleet Reserve. Naval Reservists will become eligible for either transfer to the Fleet Reserve or immediate retirement.

If as many of these men wish to remain on active duty as has been the case in the past, advancement opportunities for the lower steward rates will be greatly reduced. This is the principal reason for forming the retention board.

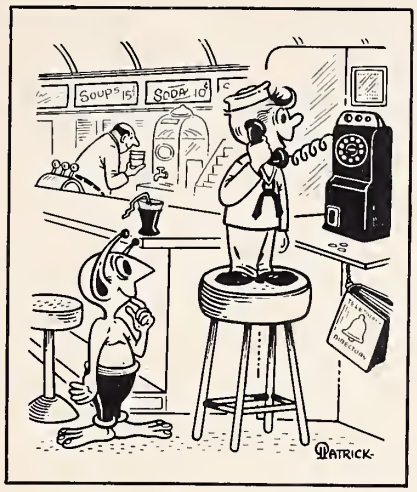
All stewards except senior and master chiefs who wish to remain on active duty after completing 20 years of active service must now submit a request to the Chief of Naval Personnel.

Requests for retention will be considered by a board of officers in the Bureau. The board will consider each request on the basis of performance and qualifications.

The new program is explained in BuPers Inst. 1133.16. Conflicting portions of *BuPers Manual*, Articles C-1403 and C-1407, and BuPers Inst. 1133.4A and 1130.4 series are not in effect while this system is in use.

After each request for retention is considered by the board, the individual will be notified of the decision made by the retention board.

SPACERS



". . . But my friend is positive, operator, the number is Jupiter 7-6-5-76."

Stewards who are not selected for retention will be given instructions concerning submission of their applications for the Fleet Reserve or retirement. Normally, they will be permitted to remain on active duty up to a maximum of one year from the date of application for retention.

Retention requests should be submitted to the Chief of Naval Personnel on Enlisted Evaluation Report NavPers 1339 (Rev. 3-56). Each request should specify the term of service desired.

Stewards affected by the program fall into four categories listed and explained below.

Category A — Those approaching the completion of 20 years of active service upon expiration of present enlistment, extension of enlistment, or active duty agreement, who wish to continue on active duty.

Commanding officers are instructed to limit terms of enlistment, or active duty agreements so that contracts will expire as soon as possible after 20 years of active duty and in all cases before 22 years of active duty. Commanding officers are authorized to execute two-, three-, four-, or six-year enlistments of these men. Also COs may execute extensions of enlistments in yearly increments up to a total of four years. Further continuation on active duty will be in accordance with Category C below.

Category B — Those who have completed or will complete 20 years or more of active service by 26 Mar 1964 and whose present EAOS is within one year of 26 Mar 1963, who desire to be continued on active duty.

Individuals will submit requests for reenlistment, extension of enlistment, or extension of active duty agreement within 30 days from the date that BuPers Inst. 1133.16 is received. If the man's enlistment expires before Chief of Naval Personnel action on the request, the man may extend for one year or, if extensions already total four years, he may reenlist in the Navy for two years.

Category C — Those stewards who have already completed or who will complete 20 years of active service whose EAOS is one year or more from 26 Mar 1963 who desire to be continued on active duty in the naval service.

These men will submit requests for reenlistment, extension of enlistment, or extension of active duty agreement at least one year in advance of present EAOS.

Category D — Those men in Category B or C who require additional obligated service due to receipt of transfer orders or to establish Seavey eligibility, but who will have completed 20 or more years of active service on their present EAOS.

These may extend their enlistments for the minimum number of years that it takes to cover the period of required obligated service. Further continuation on active duty will be in accordance with Category B or C as appropriate.

Before a request is submitted to the Chief of Naval Personnel, the CO of the man submitting the request will order the man to be examined in accordance with Article 15-51(2), *Manual of the Medical Department,* to determine his physical fitness for assignment to sea duty. The CO will report the results of the examination, making comments on any defects which would affect the individual's performance of duties at sea.

The commanding officer will also complete the Performance Data Section of NavPers 1339 (Rev. 3-56), including block 13. His recommendation concerning reenlistment will be based on personal observation and the individual's performance of duty and his qualifications.

Scholarship Opportunities Are Available to Navy Juniors

IT HAS BEEN estimated that a college education means about $100,000 in increased earning power during a person's lifetime. Further, in more and more lines of endeavor, an academic background is becoming more and more important. Without it, your children's future could be limited to dull and monotonous means of earning a living; with it, stimulating and challenging careers are more possible—at much better pay.

On the other hand, the costs of a college education are mounting rapidly and will continue to do so in the foreseeable future. The cost of going to college has doubled since 1940. At the present rise in prices, it will double again by 1970.

If you, like so many other Navy parents, are faced with this dilemma, you would do well to investigate the requirements in obtaining a scholarship or loan for your children who are hoping (and are qualified) to attend college.

Approximately 300,000 scholarships are awarded annually. Although the vast majority are available to the general public, a certain number are granted specifically to the children of naval personnel. Others are offered to children of military personnel of all services.

There are some 2000 four-year, two-year, junior and technical institutions of higher learning in the United States. Which will be best for your children?

To give you a little background, and to help you chart your course through these strange seas, the Personal Affairs Division of the Bureau of Naval Personnel has compiled a list of scholarships and institutions offering financial or other assistance to children of military and nav l personnel. In addition, it has a few words of general advice to offer.

Families with incomes below $8000 per year stand the best chance of obtaining awards based upon need. The lower the income, the higher the grant tends to be. An annual income of $10,000 appears to be the cutoff level although this, of course, is not fixed. Extraordinary circumstances may alter cases.

Don't expect a scholarship to pay all expenses. Many scholarships specify that the money granted is to be used for tuition only, and there are many more expenses connected with attending college. At the moment, about one of every five students in the U. S. is receiving help of some sort, but the average award, according to the latest figures available, was less than $300 and provided less than five per cent of the total income of the group studied. These students earned about 25 per cent of their college expenses with summer jobs. You—or they—or a scholarship will have to supply the balance.

It is recommended that your son or daughter apply to only three colleges, preferably of different types. One should be a little too tough for him (or her), one about his normal intellectual speed, and one that is definitely safe. Geographically speaking, one should be in your city or state, one in the Midwest and one in New England or the Southwest. As far as numbers go, you might consider one that has an enrollment of less than 1000 if he is interested in a small college atmosphere; 5000 is considered intermediate; and if he is interested in "big" colleges, he might try one of the western or midwestern state institutions.

One further point before we get into the actual listing of scholarships: It is extremely important that you start early as almost all scholarships carry deadlines (usually in the spring, often as early as March) for receipt of applications. It's not too early to start investigating now if you have a child in high school.

The beginning of the senior year in high school is best for deciding on the scholarships for which your child wants to compete. His high school principal or guidance counselor will be of help at this point. If you want to concentrate on a specific college or university, write to the Director of Admissions requesting a catalogue and mention your interest in obtaining a scholarship. As a rule, the catalogues list the number of scholarships available, their value and the requirements to be met.



". . . And when did you first experience this feeling that you're just a nobody?"

Scholarships

Clausey Medal of Honor Scholarship Foundation—May be used in obtaining education or training at or beyond the college level. The award is an outright annual grant up to $500. Qualifications:

- Awarded to the children of Navy or Marine Corps personnel who died in service or suffered disability incurred or aggravated during World War I, World War II, or the Korean conflict, but not officially recognized as such.
- Must be in need of financial assistance to further applicant's education.
- Applicant must be a graduate of an accredited high school or its equivalent, or one who will qualify for graduation before the beginning of the next academic year. Applicants already working at the coll ge level or beyond automatically fulfill this requirement.
- Scholastic record at the high school level must be outstanding.
- Should be physically capable of completing the course and should be of good moral character.

Naval Academy Women's Club Scholarship — Awards a four-year scholarship annually, in the amount of $1500, to be allocated as follows: $500, freshman year; $400, sophomore year; $300 in both junior and senior years.

The recipient must be the daughter, adopted daughter or stepdaughter of a Naval Academy faculty member, a regular Navy or Marine Corps officer on active duty or in a retired status with pay, or the daughter of a deceased officer in one of the former categories.

The award will be made on the basis of scholarship, character and

need, and will be awarded for the four years of the recipient's college career.

These scholarships may be used to supplement other scholarships and their renewal is contingent only on the recipients' maintaining scholastic standards as well as on meeting other requirements on which original grant was made.

Navy Wives Clubs Scholarship Foundation — May be used in obtaining college education, vocational, business or other training. No amount is specified.

Qualifications:

- Must be the child, legally adopted child or stepchild of an enlisted member of the Navy, Marine Corps or Coast Guard, on active duty or retired with pay, or a child or stepchild of a deceased enlisted man of the listed categories.
- Must be in need of financial assistance.
- Must be a graduate of an accredited high school or its equivalent, or one who will qualify for graduation before the beginning of the next academic year. Applicants already working at the college level automatically fulfill this requirement.
- Scholastic standing must be reasonably sound.
- Should be physically capable of completing the course undertaken and should be of good moral character.

Marianas Officers' Wives' Club, Guam, Mariana Islands—An annual scholarship award of $500 per year. This award will be used for education at or beyond the college level.

Qualifications:

- Must be a dependent of an officer or an enlisted man of the regular Navy or Marine Corps who is serving on active duty, retired with pay, or deceased in line of duty or after retirement.
- Must be a graduate or prospective graduate of an accredited high school or its equivalent. A student presently attending an accredited college may apply.
- Will be used for educational expenses at an accredited college for the following academic year. The grant may be renewed at the discretion of the Selection Committee.
- The grant may be awarded to one individual or divided between two individuals.

Bainbridge Officers' Wives' Club Scholarship—Up to the present, an award of $250 has been granted for education at the college level.

Qualifications:

- Must be a dependent of an officer or an enlisted man of the regular Navy or Marine Corps, who is serving on active duty, retired with pay, or deceased in line of duty or after retirement.
- Must be a graduate or prospective graduate from an accredited high school or its equivalent. A student presently attending an accredited college may apply.
- Other factors being equal, preference will be given to an applicant who is a dependent of a Navyman or Marine who is or has been stationed at the U. S. Naval Training Center, Bainbridge, Md.
- The scholarship will be used for educational expenses at an accredited college for the following academic year. The grant may be renewed.

The Society of Sponsors of the United States Navy—Awards annually to sons of deceased or retired Navy, Marine Corps, Army, Air Force, Coast Guard or sons of deceased civilians in need of financial assistance, one or more scholarships for one academic year to preparatory schools for the U. S. Naval Academy. Sons of Navy and Marine Corps personnel will have precedence over those of other services.

The applicant must be acceptable to the Scholarship Committee as to character, aptitude for the naval service, scholastic standing and physical fitness.

Applications should be made to the Chairman of the Scholarship and Welfare Committee of the Society of Sponsors of the United States Navy, Mrs. George Weaver, 1600 S. Joyce Street, Arlington, Va.

The Jesse H. Jones Scholarship—Offers from $100 to $500 in any regular college year.

These scholarships are awarded to young men of outstanding ability who would otherwise be denied a college education or forced to suffer undue hardships in order to obtain it. They are chosen from the entering male freshmen students of Rice University and other male students of Rice University who have demonstrated ability and merit. To be considered for one of these awards the applicant must intend to train for a commission in the U. S. Navy. He also must be accepted as a member of the NROTC at Rice University.

This award will be made on a yearly basis with special consideration given to previous holders.

Daughters of the Cincinnati—Offer scholarships only for the daughters of regular Navy, Army, Air Force or Marine Corps officers. They are for college level only. Of the 15 scholarships offered, 10 are elective (i. e., the student may choose her college); three are at the College of William and Mary, Williamsburg, Va., and two are postgraduate scholarships to be used exclusively at Teacher's College, Columbia University, N. Y. No scholarship awards will be made after a student has entered college.

In addition, the applicant must:

- Have high scholastic record and submit transcript of recent grades.
- Have three letters of recommendation from teachers and one character reference.
- The parent of the applicant must submit statement of financial position showing need for financial aid.
- Application blank must be filed by February 1st for the following fall semester. It must be completed and small photograph attached.

In most cases, the $700 annual scholarships are elective to a four-year college course in a college of good standing.

Application and other information



"That auto club is sure going to hear about those bad directions."

may be obtained from the Scholarship Secretary, Daughters of the Cincinnati, 953 Fifth St., New York 21, N. Y.

Culver Military Academy — Offers about 60 scholarships ranging from $500 to $1900, some of which are set aside specifically for sons of military personnel, both active and retired. The Academy is similar to a college preparatory school (grades eight through 12). Retired personnel interested in learning whether their sons are eligible should communicate directly with Major General Delmar T. Spivey, USAF (Retired), Superintendent, Culver Military Academy, Culver, Ind.

St. Paul's School, Concord, N. H., is an Episcopal boarding school for boys between the ages of 12 and 18. Admiral Nicoll Ludlow, USN, established a scholarship in 1916 in memory of his son, Nicoll Ludlow, Jr. The income is used to assist in the education of sons of commissioned officers of the U. S. Navy at St. Paul's. Application should be made to the Headmaster, St. Paul's School, Concord, N. H.

The Emma Willard School is a boarding school for girls between the ages of 12 and 19 and, in addition, operates a day school for girls between the ages of five and 19. There are some concessions made to a limited number of daughters of officers of the U. S. Navy. Two scholarships for daughters of officers of the U. S. Navy were established by the will of Admiral Nicoll Ludlow, USN. Application for these scholarships should be made to the Emma Willard School, Troy, N. Y.

Valley Forge Military Academy—Offers eight scholarships yearly to sons of regular officers of the armed forces having high academic standing and interested in military life. These scholarships are awarded for a three-year period in the amount of $1015 per year, which is about half the tuition rate.

The applicant must be either a boy between 14 and 16 years of age preparing to enter the 10th grade who will continue at Valley Forge to receive his secondary school diploma, or a young man preparing to enter the 12th grade who will receive his secondary diploma and continue on for two years of junior college to receive a junior college Associate in Arts diploma from the Academy.

Admission is by written examination. Applications should be directed to the Registrar, Valley Forge Military Academy, Wayne, Pa., by 15 June of the year in which the candidate plans to enter school.

Junior Army Navy Guild Organization (JANGO)—Offers a scholarship to be awarded annually to a Junior Jango. The applicant must:

- Return application completed by 1 April of college entry.
- Have high scholastic standing, and submit grades of past school year.
- Have letter of recommendation from one teacher, and three character references.
- Obtain letter of evaluation as Jango from Guild chairman.
- Parent of applicant must submit statement of financial position to establish need of assistance.

This scholarship is awarded in the spring of the student's senior high school year.

For further information write to the Scholarship Committee, 1112 20th Street, N. W., Washington, D. C.

St. Margaret's School, Tappahannock, Va.—Offers an annual tuition scholarship in the amount of $325 on behalf of an entering freshman at the secondary school level who is the daughter of a member of the naval service (active, retired, or deceased). The requirements include ability to do the work, character and personality which would benefit by this school as well as evidence of need of scholarship.

Applications may be obtained from the officers of the Registrar of the School.

Grains of Salt—

COILING THE FIBER LINE



Massachusetts Institute of Technology, Cambridge, Mass.—Sons of regular Army, Navy, Marine Corps and Coast Guard officers, who are admitted as undergraduate students to the Institute, may receive half the regular tuition upon the recommendation of the Faculty Committee on undergraduate scholarships, the total number not to exceed 10 each year.

Applications should be addressed to the Dean of Freshman and should be accompanied by documentary evidence that the applicant's father is a commissioned officer in the regular Army, Navy, Marine Corps or Coast Guard. Holders of these scholarships, if recommended by the Committee, may continue at the half tuition rate during their second and succeeding undergraduate years.

Mount Vernon Seminary and Junior College—Grants a reduction of 10 per cent in tuition fee, for both boarders and day scholars, to the daughters of officers and of widows of officers of the regular Navy, Marine Corps, Army, Air Force and Coast Guard.

For further information, write to the school, located at 2100 Foxhall Road, Washington, D. C.

The Grace Moore Brewer Memorial Scholarship—Established at the Medical College of Ohio State University; is awarded annually by the Dean of the College of Medicine, Ohio State University. The amount is determined by the earnings of the endowment fund when completed and at present it is $1000.

Preference is given to a direct descendant of a veteran of WW I, WW II, or the Korean conflict.

The veteran must have been permanently disabled or lost his life as a result of this service.

The descendant or applicant must meet the requirements for admission to the College of Medicine, and must be in need of financial assistance.

The award commences with the pre-medical year and continues through medical college till the degree of M.D. is earned, provided the student is enrolled as a full-time student.

The recipient of the award must attend the Medical College of Ohio State University but he does not have to be a resident of Ohio.

The recipient is expected to specialize in the field of research or treatment of cancer until the disease

has been conquered by medical science. However, this is not a fixed requirement.

Disabled American Veterans Auxiliary—Has established a student loan fund, which is available to members of the Disabled American Veterans, its auxiliary and their children.

A maximum of $200 per year is allowed, payable direct to the school. The type of school is not limited. The student is carried through the completion of his course, provided he retains his scholastic standing.

The loan is repaid after graduation, or upon leaving school, in monthly installments. No interest is charged. Applications should be made to the National Educational Loan Fund Chairman, Mrs. Eunice Bluestein, 130 63rd Street, South St. Petersburg 7, Fla., or to National Headquarters, Disabled American Veterans Auxiliary, 220 East Washington, Colorado Springs, Colo.

American Legion Auxiliary Scholarship Fund—Scholarships in varying amounts up to $3000 for daughters and sons of honorably discharged World War veterans who have lived in Florida at least five years before application. Apply to Department Secretary-Treasurer, Box 4573, Jacksonville, Fla.

AMVETS Memorial Scholarships — Are available to high school seniors whose fathers (or mothers) are deceased or totally disabled veterans of military service during World War II or the Korean conflict. Service must have been honorable and with the U. S. armed forces. Death need not have been service-connected; disability, however, must be service-connected and rated 100 per cent by the Veterans Administration. Scholarships provide financial assistance for undergraduate study at any accredited college. The grants range from a minimum of $500 to a maximum of $2000 for four years.

Selection is based upon competitive college aptitude examination given in applicant's high school; high school records; financial need.

Application forms are available during January and February from any AMVETS Post or National Service Officer of AMVETS National Headquarters, P. O. Box 6038, Mid-City Station, Washington 25, D. C. Deadline for receipt of your scholarship applications is February 20.

A limited number of fellowships are available for graduate study. The fellowships provide $500 and will be granted on the basis of the students' undergraduate college records.

Maud E. Warwick Fund—Considers applications for scholarships from orphans of World War II who are not eligible for assistance under the War Orphans Education Assistance Act and also from those whose financial needs exceed the amount provided by the federal government under the Act.

Scholarships will be granted to assist studies carried on in colleges and universities, technical professional and graduate schools and also will be available for advanced study of music and other arts and crafts. Scholarships are also available for the assistance of graduate students.

Young men and women made orphans by World War II, who are citizens of the United States, may apply. An applicant must be the son or daughter of a parent who died as a citizen of the United States while serving in its forces or in its Merchant Marine or who otherwise died as a result of World War II.

The amount of the scholarships will be adjusted to the needs of each scholar. There is no prohibition against receiving a Maud E. Warwick scholarship while he holds other scholarship assistance.

For further information write to Mrs. Helen M. Dougherty, Secretary, Maud E. Warwick Fund for War Orphans, Inc., 54 Morningside Drive, New York 25, N. Y.

Burmese American Memorial Fund — Provides financial assistance to further the education of the children whose parent served in the United States armed forces in Burma during World War II. Benefits will not exceed $400 per year up to four years.

Preference will be given to applicants in the following order:

- One whose parent died in service, or from service-connected causes.
- One whose parent is disabled due to service connection.

To be eligible:

- The applicant must have a high school education or its equivalent and be enrolled in or eligible for entry into the institution of his choice.
- The educational institution

QUIZ AWEIGH

The Navy uniform is a symbol. In the United States, both you and the sea service are judged by its appearance. And in a foreign port, our country's image is reflected by the way it is worn.

You probably received a briefing concerning the care of your uniform while you were in boot camp, but just in case that period is some time behind you, here are a few questions that may refresh your memory on uniform care.

1. After washing, woolen materials should be (a) put through a wringer, (b) twisted dry, (c) centrifugally dried or squeezed gently to remove surplus water and then dried in open air.

2. Food stains may be removed by (a) sponging thoroughly with cold water, allowing the material to dry, and then sponging with naptha, chloroform, or benzine, (b) sponging with warm, soapy water, (c) soaking in ammonia.

3. To remove dried blood, the material should be (a) soaked in naptha, (b) brushed with a dry brush, and



soaked in cold water for about an hour, followed by regular washing, (c) soaked in turpentine.

4. *Light* singe marks on blue uniforms may be removed by (a) rubbing vigorously with the flat side of a silver coin, (b) scrubbing with ammonia, (c) sponging with naptha.

5. Fresh mildew stains may be removed with cold water. If the material is white cotton and the stains are old, they may be removed by sponging with benzine, (b) soaking in acetone, (c) bleaching.

6. Kerosene stains may be taken out by (a) washing in a solution of warm, soapy water, (b) soaking in cold water, (c) sponging with benzine.

Answers to Quiz Aweigh may be found on page 54.

chosen must be recognized by the state in which it is located.

• A satisfactory academic record must be maintained for annual reconsideration of an award.

Obtain complete details by writing to the American Legion Child Welfare Foundation, Inc., Attn: Scholarship Information Service, Box 1055, Indianapolis 6, Ind. Applications deadline date: 15 February previous to the fall of college entrance.

Knights of Columbus — Maintains a $1,000,000 educational trust fund as a memorial to members of the Order.

Scholarships are for four years and include allowances for tuition, board and room, books, laboratory fees and other incidental charges at a Catholic college or university. In addition, many state and local councils of the Knights of Columbus have scholarship programs with varying eligibility requirements and benefits.

Scholarships are available to the sons and daughters of Knights who were killed or became totally or permanently disabled as the result of military service during World War II or the Korean conflict.

Further details may be obtained from local or state councils of the Knights of Columbus, or by writing to Joseph F. Lamb, Supreme Secretary, Knights of Columbus, Drawer 1670, New Haven, Conn.

Armed Forces Relief and Benefits Association — From two to 10 self-aid scholarship grants, of $500 each, will be granted each year.

Applications may be made in behalf of sons and daughters of members who are already attending or are about to enter a college or university. The recipient of a scholarship grant may choose his or her college or university. These are one-year, self-aid scholarship grants and are not necessarily payable beyond a single year.

Apply to: Armed Forces Relief and Benefits Association, Room 936-947 Warner Building, 13th and E Streets, N. W., Washington 4, D. C.

Daughters of Union Veterans of the Civil War — Offers a scholarship program with funds made available to six colleges and universities.

Eligibility: Recipient must be a lineal descendant of a Union veteran of the Civil War. Satisfactory scholastic standing. Good moral character, having a firm belief in our form of government and no subversive tendencies. A member of the sophomore, junior, or senior class in college. Money advanced to a student from this loan is secured by a promissory note with interest at one per cent per annum. Interest starts on date the student leaves school.

Grains of Salt—

FAKING DOWN THE FIBER LINE



Retired Officers Associations Scholarship Program — Offers an honor loan, interest-free, not to exceed $400 yearly for four years made to help defray expenses in institutions of higher education.

Loans will be authorized on a basis of character, scholastic aptitude and financial need.

The following is required:

For first year students, a transcript of the candidate's high school record, together with a statement that he or she is accepted for and qualified to pursue college or university work at the institution selected. For following years, a transcript of the candidate's record for the year preceding her or his application.

A statement to the effect that he or she is without adequate means to engage in higher education, supported by a separate statement from the parent or guardian that the latter is unable, without hardship, to provide the necessary expenses.

Character references from at least two reputable persons.

An assurance that the candidate will sign a statement promising to repay in full, but without interest, any loan, as soon as possible after graduation.

Specific questions will be answered by John D. Murphy, Secretary, Scholarship Committee, 1616 Eye Street, N. W., Washington, D. C.

American Legion — Individual posts and units of the Auxiliary offer educational aids for the benefit of children of their communities. More detailed information may be obtained from the American Legion and Auxiliary Post, Unit and Department in your home town. A few specific American Legion educational programs are listed below:

• *National High School Oratorical Contest.* The four finalists receive scholarships which may be used to attend any college or university in the United States — the winner, $4000; the runner-up, $2500; third place, $1000; and fourth place, $500. It is estimated that there are several hundred scholarships for oratorical contest participants awarded at post, district and state levels. Rules can be obtained from principals in those schools which participate in the contest, or from the local Legion post, or from the state department headquarters of the American Legion.

• *National President's Scholarships* of $600 each are awarded annually, two in each of five divisions. Candidates must be girls who: Are children of deceased veterans who served in World War I, World War II or the Korean conflict; are in their senior year or are graduates of an accredited high school, but have not yet attended an institution of higher learning; and are in actual need of help to continue their education. Further information and applications may be secured from the education and scholarship chairman of the Auxiliary unit in the applicant's own community or from the Department Secretary.

• *The Forty and Eight Nurses*

QUIZ AWEIGH ANSWERS

Quiz Aweigh may be found on page 53.

1. (c) centrifugally dried or squeezed gently to remove surplus water and then dried in open air.

2. (a) Sponging thoroughly with cold water, allowing the material to dry, and then sponging with naptha, chloroform, or benzine.

3. (b) Brushed with a dry brush, and soaked in cold water for about an hour, followed by regular washing.

4. (a) Rubbing vigorously with the flat side of a silver coin.

5. (c) Bleaching.

6. (a) Washing in a solution of warm, soapy water.

Training Program sponsors a program of nurses' training through its local units.

• *The Eight and Forty Tuberculosis Nursing Scholarship Fund* assists nurses to secure advanced preparation for positions in either supervision, administration or teaching. Scholarship awards are $1000 each. Application forms may be obtained from the American Legion Education and Scholarship Committee, Box 1055, Indianapolis 6, Ind.

Girard College of Philadelphia — Offers complete maintenance and education through elementary and high school, and assumes all costs of the boy's care during his student days, with the exception of his holidays and vacations at home.

To be eligible, students must have passed their sixth birthday, and not have reached their 10th, and their fathers must be deceased. They should be physically sound, show promise of satisfactory scholastic performance, and be able to fit into group social life.

Inquiries should be addressed to: Director of Admissions and Student Relations, Girard College, Philadelphia 21, Pa.

Dolphin Scholarship — The Submarine Officer's Wives Clubs will award five tuition scholarships annually in the sum of $420.

The recipient must be a son or daughter (natural, adopted or stepchild) of a member of the submarine service, who has served a minimum of five years following qualification in the Submarine Force, or who has died on active duty.

Awards are to be given on the basis of scholastic proficiency, character, all-around ability and financial need. The scholarship may be used to supplement other scholarships.

The applicant must be a graduate of an accredited high school, or its equivalent, and intend to work toward a BS or BA degree.

Application forms may be obtained from the Bureau of Naval Personnel, Pers G221, Washington 25, D. C.

Submarine Veterans of World War II—Offers annual scholarship awards in the amount of $350 each to sons and daughters of submarine personnel (officer or enlisted) lost in a U. S. submarine during WW II.

The recipient must meet high scholastic standards and present evidence of need.

Applicants must be secondary school seniors or have graduated from school within a year before the date of application. He or she must be unmarried; never have been married; and the widowed mother must not have remarried.

The applicant must plan on studying toward receiving a BA or BS degree.

Application forms may be obtained from Submarine Veteran chapter presidents, commanders, or from Pers G221, Bureau of Naval Personnel, Navy Department, Washington 25, D. C.

Bermuda Officers' Wives' Club — Offers a $250 scholarship award during 1964-65 to be used for education at the college level of an applicant considered most worthy on the basis of scholastic standing, character, leadership and need.

The applicant must be a dependent of an officer or an enlisted man of the regular Navy, Marine Corps, or Coast Guard, who is serving on active duty, retired with pay, or deceased in line of duty or after retirement.

Preference will be given to an applicant who is a dependent of military personnel who is or has been stationed at the U. S. Naval Station, Bermuda, or at one of its tenant activities.

The applicant must be a graduate or prospective graduate of an accredited high school or its equivalent. A student presently attending an accredited college may apply.

Application forms may be obtained from Pers G221, Bureau of Naval Personnel, Navy Department, Washington 25, D. C.

The Fleet Reserve Association will award $500 annually to the son or daughter of a member of the Fleet Reserve Association in good standing as of 1 April of the year the award is made. There will be one award only, to be used for the education at the college level of the applicant considered most worthy on the basis of need, scholastic standing, character and leadership.

Qualifications:

• The applicant must be the dependent son or daughter of a member of the Fleet Reserve Association, deceased, active, or entitled to re-

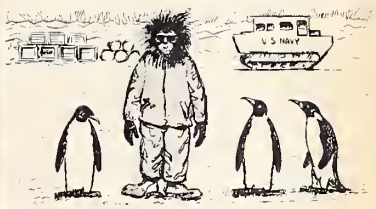
For the 600 Navymen in Antarctica, clothing has only one function—to keep them warm.

Clothingwise, the best method for keeping warm yet devised is to provide a dead air space of up to one-half inch thickness next to the skin. Deep Freeze men accomplish this through the use of waffleweave underwear—thickly woven cotton mesh.

It weighs less than close-knit long handle woolen underwear, is easier to dry, doesn't shrink or irritate the skin.

Further insulation from the cold is provided by a wool shirt and pants and a parka and parka pants outfit of windproof cloth. This is designed along Eskimo lines and is about as enveloping as a deep-sea diver's suit. It is lined with synthetic wool pile fur on shrinkproof nylon base cloth. All but the hood portion of the parka outfit is equipped with cotton fishnet on nylon fleece to provide further insulating dead air space.

For normal mid-summer weather in Antarctica, a man can get by with a



blue stocking watch cap or any other type hat which has ear protection, provided he wears it under a windproof parka hood.

Pigskin driving gloves are often sufficient to keep a man's hands warm during normal summer seasons at coastal stations.

Feet are the trouble spot in the Antarctic clothing picture, for there is no universally satisfactory boot for all cold-weather conditions.

Thermal boots with a double-rubber insulated vapor barrier keep the feet warm at temperatures down to minus 60 degrees, provided the wearer moves about a little. They are worn with cushion-sole socks.

Under some conditions, however, perspiration becomes a problem and, if a man can't change to dry socks every few hours, he is liable to have painfully hot feet—a condition known to World War I doughboys as trenchfoot.

Obviously, the men of Deep Freeze don't have much need for the sort of fancy resort wear seen on the male models who are surrounded by bathing beauties in the magazine advertisements.

However, they would certainly appreciate being surrounded by bathing beauties.

tainer or retired pay.

• The applicant must be a graduate or prospective graduate from an accredited high school or its equivalent. A student now attending an accredited college may apply if he or she has not previously received this award.

• The scholarship must be used for educational expenses at an accredited college for the academic year.

The Ladies Auxiliary of the Fleet Reserve Association offers an annual $250 scholarship to be administered by the Chief of Naval Personnel.

The recipient must be chosen from daughters of naval and Marine Corps personnel, active, Fleet Reserve, retired with pay, or deceased.

Application forms may be obtained from Pers G221, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., and must be submitted to that office not later than 15 April.

The U. S. Submarine Veterans of World War II have established a $350 annual scholarship award (or awards) on behalf of sons and daughters of submarine personnel (officer or enlisted) lost in a U. S. submarine during World War II.

The recipient must meet high scholastic standards and present evidence of need.

Applicants must be secondary school seniors or have graduated no more than a year before the date of application. He or she must be unmarried; never have been married; and the widowed mother must not have remarried.

The award may be used for tuition in an accredited college or junior college, but the applicant must plan on studying toward a BA or BS degree.

Application forms may be obtained from Submarine Veteran Chapter presidents, commanders, or from Pers G221, Bureau of Naval Personnel, Navy Department, Washington 25, D. C. Applications must be submitted to the latter office not later than 15 April.

Levin M. Powell Scholarships, established in 1886, are full-tuition scholarships, and are available annually to young men wishing to prepare for entrance into the United States Naval Academy. These scholarships are open to incoming freshmen; they are awarded to outstanding members of graduating classes or accredited secondary schools.

Applicants must apply for admission to the George Washington University and must be accepted before their scholarship applications can be considered. Forms for admission are available at the Office of the Director of Admissions, The George Washington University, Washington 6, D. C.

The scholarship holder must carry a full schedule of academic work during the period for which the scholarship is awarded. Awards are made in April, and begin with the fall semester.

Application should be addressed to the Chairman of the Committee on Scholarships, The George Washington University, Washington 6, D. C.

The Defense Supply Association's New York chapter has established an annual $500 college scholarship award for children of military personnel in the New York area.

Sons and daughters of active, retired or deceased members (officers or enlisted) of the military establishment in the New York City area, extending into New Jersey as far as Fort Dix and upstate New York as far as Stewart Air Force Base in Newburgh are eligible. The area also includes all of Long Island and Fairfield county, Conn.

Besides scholastic standing, other criteria of selection will include leadership qualities and financial need. It is anticipated that the award will be made to a high school student entering college.

SPACERS



"... and he wishes to lodge a complaint on our last space shot, Sir."

Applications may be made by writing to: Scholarship Committee, Defense Supply Association, New York Chapter, 261 Madison Ave., New York 16, N. Y.

There are, of course, many, many other scholarships available which do not require a naval or military background. A list of some of these which may be of special interest to you; a discussion of the War Orphans' Educational Assistance Act; and a list of military academies offering scholarships, will be presented in a future issue of ALL HANDS.

BuPers Manual Revises Rules On Closed-Out Service Records

A recent change to the *BuPers Manual* (Change #9) clears up a slight point of conflict concerning the sending of closed-out service records to BuPers.

Article B-2308(4) of the *Manual*, which spells out the procedure for disposing of closed out records, has noted that service records forwarded to the Bureau should be accompanied by letters of transmittal.

However, Article C-10408 of the same manual said that "Letters of transmittal are no longer required when forwarding separation documents to the Bureau.

To eliminate this conflict, Change No. 9 rewords article B-2308(4), deleting the letter of transmittal requirement.

Six Correspondence Courses for Officers and EMs:

The Naval Correspondence Course Center has made available six new correspondence courses, three officer and three enlisted. Three courses, *Military Sea Transportation* (NavPers 10972-A), *Navy Organization for National Security* (NavPers 10721) and *Aviation Storekeeper 1 and C* (NavPers 91675-A) have been discontinued.

The new courses are:

Course	NavPers No.
OCC Military Sea Transportation Service	10972-B
OCC Office of the Judge Advocate General	10723
OCC Navy Organization for National Security	10721-A
ECC Communications Technician A 1 and C	91560
ECC Photographic Intelligenceman 3 and 2	91592
ECC Aviation Storekeeper 1 and C	91675-1

BOOKS

LOTS OF VARIETY OFFERED THIS MONTH

EVERYONE HAS HIS own way of telling a story, and reading a new version of the same story—even if it's about a topic which has been rehashed many times—can be enjoyable and enlightening when the new version is authoritative and well written. Such is the case with four of this month's selections—two that take different viewpoints of the war in the Pacific, and two about the Civil War. Other selections delve into such significant topics as military science, exploration of the sea and of the earth itself, and the possibilities of a very new offensive military "weapon."

The first two are ***Triumph in the Pacific,*** by E. B. Potter and Fleet Admiral Chester W. Nimitz, USN, and ***Pacific War Diary 1942-1945,*** by James J. Fahey.

Triumph, adapted from *Sea Power*, an earlier and more extensive Potter and Nimitz work, is a narrative of the achievements, defeats and victories of both the American and Japanese navies as they met and battled in the greatest war of all time. It brings to life the decisive encounters at Midway, Guadalcanal, the Philippine Sea, Leyte Gulf, Iwo Jima, Okinawa and the other points in the Pacific where history was made from 1941 to 1945. The book is an objective, well-documented report, ingrained with the accuracy which results from years of painstaking research and preparation. The editors are highly qualified to perform such a documentation—Potter, as Chairman of Naval History at the Naval Academy, and the venerable Nimitz who, as Commander in Chief, Pacific Fleet and Pacific Ocean Areas, was a principal figure in the conflict. The lucid charts and diagrams which illustrate the book are alone worthy of an evening's study.

From this report we slide down the chain of command to the report by Seaman First Class James J. Fahey called *Pacific War Diary*. Here is war as it appeared to nine out of 10 Americans who wore a naval uniform in the great struggle. Not the high command's strategy, not the admirals' tactics nor the officers' commands, not the reporters' observations, but the seaman's-eve view —watches, scuttlebutt, weather, battle stations, working parties, the daily fare—and then the grim business of battles and invasions. One page may overflow with nostalgia, while the next contains graphic descriptions of naval warfare. He tells us, too, of the fun and the gripes, of the wonder of strange islands where monkeys squeak, of members of the crew, of foreign people and the lands they live in, of the monotony and the violent action of the war years.

For our two new angles on the Civil War we have selected ***Two Roads to Sumter*** by William and Bruce Catton, and ***An End to Bugling*** by Edmund G. Love, the latter being a tricky piece of fiction.

Two Roads, which supplements many of Bruce Catton's earlier Civil War volumes (*The Coming Fury, Terrible Swift Sword*, etc.), is a father-son Catton book dealing with the conflicts—personal and political —that preceded the outbreak of the Civil War. Parallel to this long view, the book also examines the development, and the hardening, of the attitudes of Abraham Lincoln and Jefferson Davis. The Cattons have examined Lincoln and Davis during this period not only because they became the war leaders of the next decade, but also because they represented thoughtful, moderate opinion in America at the time.

An End to Bugling is a short but sharp—and sometimes hilarious—novel in which the cavalry of the Army of Northern Virginia, Confederate States of America, returns in June 1963 to celebrate the centennial and re-enact the march from Rowser's Ford to the environs of Gettysburg. General Stuart, his weary horsemen and his loyal aides confront an amazed citizenry, confound a dumbfounded modern world, confuse today's traffic, and collect every type of law enforcement officer in repeating their earlier progress. What happens will arouse and regale devout students as well as those who have had more than enough Civil War-itis.

From the Civil War, we return to the high seas and make appropriate mention of ***Amphibious Operations*** by thriller writer and historian Arch Whitehouse. This penetrating history of amphibious operations examines the extraordinary displays of ingenuity and valor connected with such enterprises, and documents the development of specialized equipment and new and unusual military techniques through the years. Illustrating his text with photographs and maps, Whitehouse describes this military science with his usual adroitness and skill, relating both famous and forgotten engagements—Greek sea operations; Caesar's invasion of Britain; Japan's attacks against Korea in 1592 and 1598; and World War II, with the Normandy invasion and the U. S. landing on Okinawa. This is a thrilling book, full of individual heroism, mass attacks, strategy and fantastic weapons.

Leaving the invasion beach, we strap on our aqua-lungs and go underwater for some more thrilling adventures with Captain Jaques-Yves Cousteau in ***The Living Sea.*** In the decade since publication of *The Silent World*, Captain Cousteau has gone farther and deeper into the sea, using his famous oceanographic ship *Calypso* as a mobile base, and employing a dazzling array of new depth-exploring techniques and devices. This book is his narrative of this exciting progress, complete with color and black and white photographs. Cousteau and his professional diving team excavate a ship which sank in the third century B.C. Cousteau goes down to the bottom of the sea in the bathyscaph—and starts an undersea avalanche which engulfs the vessel. He drinks wine from a jar that has lain on the sea bottom for 2000 years; he is entrapped at night by 25-foot seaweed. The undersea explorer's life is visited by pain and tragedy; it is also marked by moments of rare beauty in the undreamed-of splendor of the world below the sea, and it's all described in this book.

Two final selections this month are as diverse as they are interesting and entertaining. In ***A Planet Called Earth,*** the noted scientist Dr. George Ganow reflects the latest findings and theories about the life of our world, from its birth billions of years ago to death in the distant future.

And, on the fiction side, ***Penelope,*** by William C. Anderson, is the chuckle-filled story of a dolphin secretly taught to talk by an Air Force medical researcher. Penelope's possibilities are endless, and she eventually becomes a top-secret project. This is rollicking fantasy based on the new frontier of science today.

USS MARBLEHEAD (CL 12)

The Ship that Wouldn't Give Up



This is the story of USS Marblehead *(CL 12), the ship that wouldn't give up. The seas were surging through a hole in her bow, her steering gear was completely disabled, she was afire fore and aft, and her decks were covered with dead and wounded, fuel oil, debris and wreckage, but* Marblehead *lived to fight another day because of superb damage control and because her crew refused to accept defeat.*

It happened during the early, dark days of World War II. The Japanese had marked off the elderly cruiser as sunk when she was 12 feet down by the bow and steaming in circles. However, officers and men battled fires, bailed water by hand for 48 hours, and, steering first by the starboard and then the port engine, made their way at a snail's pace through reef-studded straits in darkness and rain to precarious safety.

Previously, the Dutch cruiser Tromp *approached* Marblehead *several times to take off survivors, but was waved off.*

Forty-eight hours later, Marblehead *limped into Tjilatjap, Java, having put out two fires, kept her pumps and bucket-brigade going continuously to keep from swamping, and successfully dodged Japanese scouting planes.*

Temporary repairs were made at Tjilatjap in a small drydock that could lift only one end of the ship at a time. The stern could not be lifted clear, making it impossible to repair the jammed rudder, nor could the cruiser be completely emptied of water or made watertight. But so great was the danger of the ship being bombed in the drydock that she put to sea again as soon as the worst leaks had been repaired.

Then began a trip that was to last 48 days and cover more than 9000 miles—from the southwest Pacific around the southern tip of Africa, and finally to New York.

Two years later, Marblehead *was off the southern coast of France. For three days, her bombardment of beaches in the vicinity of St. Raphael played a part in clearing the way for assault landings.*

This is the story of her adventures, as seen by CDR William B. Goggins, executive officer. The date is 4 Feb 1942, at the height of an attack by Japanese planes in the Java Sea.

I DO NOT RECALL how many attacks came over, but each time they came there would be a salvo of bombs dropped. We were doing quite well; the Captain was avoiding the salvos and everything looked pretty good to us down below (CDR Goggins was stationed in the wardroom, supervising an ammunition party). We could hear the cheers on deck when planes were shot down. I understand that three Japanese planes were shot down by our AA battery. One plane which tried to make a suicide landing on the ship was cut to pieces by the .50 caliber machinegun when it came close enough to hit. It crashed in the water and exploded not very far from the ship.

Then the ship was shaken, apparently by a hit astern and I just started to go forward and up the hatch to find out what the trouble was when the lights went out

and there was a terrific explosion. My sensation was that the whole after end of the ship was coming right at me.

The wardroom was immediately full of wreckage. I could not see very well because the light had gone out. I was standing about six feet from the forward door of the wardroom and I saw that I was almost completely surrounded by wreckage.

APPARENTLY I had not been hit, but I could feel an intense heat from the flash of the bomb. I was standing in the hot gas from the explosion and I could feel myself burning. The heat was so intense that the bulkheads, the paint on the metal and the linoleum were sizzling and catching fire. Whenever this hot gas remains in contact and is not blown away it ignites anything that will burn. My clothes did not catch fire, but I was severely burned.

A signalman by the name of Murtch was between me and the forward starboard door of the wardroom. The door was piled high with debris, but there was a small space above it through which we climbed. Murtch climbed through and I followed him and went up on deck.

There was by this time a good fire burning in the wardroom and, below, steam was escaping from some pipes that had been cut. All the lights forward were out and the party which had been working on the ammunition apparently started up on deck, taking with them the wounded.

I climbed up to the bridge and found that the captain was all right. The rudder indicator showed that the rudder was jammed full left, and he said that he had no steering control. The bomb had hit in the sick bay and had cut off all intercommunications and ship control forward. The ship was circling and the ships around us were keeping clear. They were also circling and were firing at the planes overhead.

I WENT DOWN the ladder to the main deck and started aft to find out what the difficulty was with the steering. I could see a number of wounded, mostly burns, being taken aft; some of them were lying on the main deck. I recall particularly one of the boys lying there who appeared to be in a pitiful condition, but there wasn't anything that could be done for him at the time.

The people who were on the damage control were already starting on the fire forward so I went aft on the deck. Someone asked me what was the matter with my neck and I then learned that a piece of shrapnel had clipped the back of my neck and that blood was running down my uniform.

I said, "I'm all right" but I can see that I had been pretty badly burned—I had second degree burns, I found afterwards, and my skin was burned and hanging in folds on my arms and legs. I had been burned in all areas not covered by my clothing. Other men who had been burned or wounded were being taken aft, the forward dressing station having been abandoned.

I went back on the main deck and I could see the hole the bomb hit forward. It had hit the bilge of the motor launch on the starboard side and had dropped down through leaving a hole which looked about one foot in diameter in the weather deck and there was a lot of steam, smoke and flame coming up No. 1 hatch. I can recall this particularly because the flame and smoke was hot and burned me as I went by.

THE ANTIAIRCRAFT BATTERY was intact and was still firing and apparently doing all right.

I found we had been hit on the stern somewhere and I climbed up to Battle Two to see if I could get communication with the steering gear. There was no answer and I afterwards learned that the people down there had all been killed.

A bomb had hit the stern just abaft the after twin and had penetrated down into the steering gear and wrecked it.

I climbed down to Battle Two and went down the

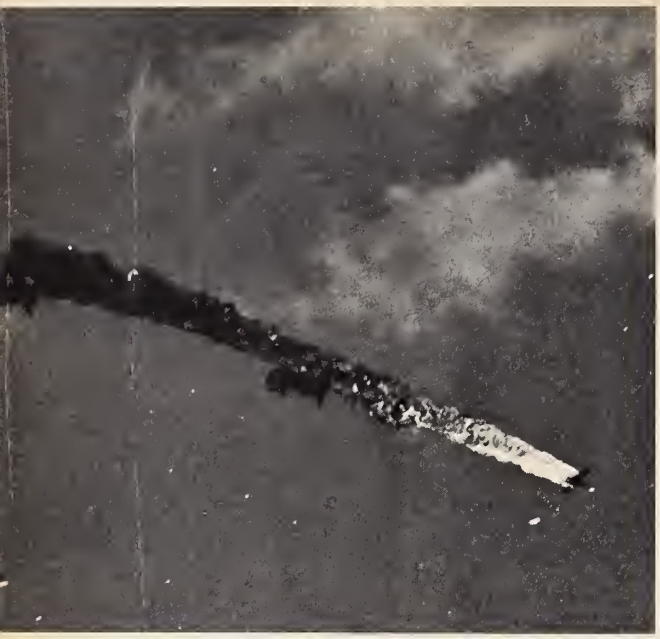
NEAR MISS forward on the port side put large number of holes in the bottom causing the ship to sink forward.



STERN JOB — Direct bomb hit on the after deck left the stern of the cruiser *Marblehead* in this condition.



This material is taken from original documents in the possession of the Division of Naval History, and made available to ALL HANDS by the Director, RADM E. M. Eller, USN (Ret.).



CHEERS went up every time an enemy plane went down. *Marblehead's* AA battery accounted for three of them.

No. 3 hatch to find out if anything could be done about steering. I got down to the foot of the ladder and found Dr. Ryan there with his people dressing wounded as best they could. He started to put some tannic acid jelly on my leg, but it appeared to me that there were many others who needed aid worse than I did, especially some who had some severe wounds from shrapnel and really required his attention.

I went back and found that the fire party was starting down the escape hatch and were attempting to put out a large fire which was then burning in the after end of the ship in the chiefs' quarters.

The bomb had blown the whole chiefs' quarters forward into the after engineering compartment. Having found that this damage would have to be corrected before anything could be done, I started forward again.

The crew was taking care of the damage. The damage control people and others were already hard at work and it was with the greatest calmness and determination. I saw no one who was excited. I saw no one who was raising his voice or shouting. Our drills had stressed the necessity for silence during emergency drills of all kinds and they were carrying it out during the actual battle. Everywhere I saw men and officers were proceeding to correct damage and to care for those who needed assistance.

I WENT FORWARD again and up to the bridge and reported what had happened aft as near as I could tell. The captain ordered me to go below and lie down, so I went down the ladder from the bridge one level to the conning tower, which was near enough to the bridge so that if I were needed I might be able to render some assistance.

I was outside the conning tower when the forward damage control party from central came up on deck. There had been a near miss close aboard on the port side right under the IC room, which had flooded that compartment and it was flooding central and other adjacent compartments. The people in central tried to come up through the regular hatch but were unable to do so because of the fire burning over their heads. Accordingly they abandoned central through the leg of the tripod mast, which leads from there up into the chart house.

This tube is large enough for easy transit, except that it is now pretty well filled with voice tubes and wiring of one kind or another. Some people didn't think they could get up through there, but they all did. The last one to leave was the ship's tailor, who was a member of the party, a man by the name of Delugh, who had been on the ship from the time it was commissioned. Delugh was a man who was rather fat and it was not thought that he could get through this escape hatch at all, so Delugh told everybody to go ahead of him so that if he got stuck he wouldn't trap anybody below. I saw them all outside the conning tower just before I entered it and Delugh managed to get up all right, although with some abrasions. They were all in good shape and immediately went about their business to correct damage.

My burns were beginning to become very painful and I trimmed off about two inches of my sleeves and trousers in order to keep them from rubbing on the burned areas. Murtch, the signalman, who had been in the wardroom with me, came down with a little can of gun grease and said that while it wasn't quite the thing to put on burns, at least it would keep the air off and wouldn't hurt. So I rubbed the grease over all my burns and the pain stopped considerably and I was much more comfortable.

AT THIS TIME the ship was steaming at about full speed, about 28 knots, with the rudder jammed hard left and listed over, with the Japanese circling overhead trying to make another attack. I don't recall much about what happened, except that there was some shooting and we were not hit again.

We continued to circle for some time and in the afternoon I learned that they had been able to get the fire out over the steering gear and get down there to work at it.

It was impossible to get through the hatch into the engine room because it was jammed shut so it was necessary to cut a hole in the deck with torches and go down that way. They told me that they cut oil lines to the water bearing gear in order to get the pressure off the rams and get the rudder amidships. It is impossible to steer a ship of the *Marblehead* type with the engines alone, unless you can get the rudder amidships.

After this had been done we were able to have some control.

In the meantime, damage control had rigged a sound power line from the bridge to the engine room so that it would be possible to control the engines. During this entire period until this had been done the ship continued to circle with no control of any kind and I remember looking up at the halyards and seeing an emergency signal flying that the ship was out of control.

As soon as we had steering control, we left and headed south. It was not possible to go to Soerabaja because the Japanese were bombing there every day around noon and the ship might get hit again. We headed off down through Lombok Strait at high speed with two of our destroyers, *Stewart* (DD 224) and *John D. Edwards* (DD 216), escorting us—just in case.

DURING THIS PERIOD all hands were correcting damage and the antiaircraft battery was standing by ready to shoot again in case the enemy came back. The fires were eventually under control and the ship became more or less manageable.

As a result of the attack, there were, as I recall, 15 killed and around 30-odd wounded.

I did see the main deck of the ship and the condition there was indescribable. The blast of the bomb had showered fragments the entire length of the deck, the hot gas had burned people from the vicinity of the explosion all the way back to the No. 3 hatch.

People who were under No. 2 hatch were burned and hit by fragments which had come down the main deck about 100 feet and turned the corner and hit them. All the clothing lockers of the men had been exploded open and all the clothes thrown out on the deck and burned.

The safe in the post office, which was in the vicinity of the explosion, had been blown open. There is a safe forward of the wardroom under the hatch which was about 10 feet away from me, that had been blown open also and the contents dumped out on the deck.

All that afternoon and night the correction of damage continued, the details of which I do not know because I was in the conning tower and was becoming more and more helpless. I found that I was getting stiff, couldn't move.

During the night a number of other people stayed in the conning tower, the forward part of the ship having become flooded. All the officers' rooms in the lower level were flooded with oil and water so they had no place to sleep. Quite a number of people were sleeping in other locations, that is, those who did sleep.

The doctor was back and forth to the wounded all night long, but he would come and stay for a little while in the conning tower.

THAT NIGHT WE CONTINUED to steam at high speed down through Lombok Strait, the idea being to go to the westward to Tjilatjap, a port on the south coast of Java where there were some repair facilities and which had not yet been bombed by the Japanese.

The next day we had air defense sounded again. Apparently Japanese reconnaissance was over us, but no bombers showed up.

The ship was in such a condition that I doubt if we could have withstood another hit and our steering control was not very good; it was obvious that we would not be able to maneuver as radically as would be required. All night and the next day and the following night and day the ship was controlled by orders given over the sound power line to the forward engine room—one third ahead on one engine and full speed ahead on the other engine and so forth, to keep the ship on some reasonable course. One of the destroyer captains told me later that she certainly steered wildly going down through that strait. He had quite a time to keep clear of her because in the darkness she would suddenly veer over and head for him and he would have to give her everything he had to get clear.

We had no gyro left and the magnetic compass was well out due to the bombing, so the course was judged pretty much by the destroyer steering.

The near miss forward on the port side had put a large number of relatively small holes and one very large one (about 10 by 13 feet) in the bottom.

The forward end of the ship filled up rather rapidly, and in spite of everything that could be done she sank lower and lower forward.

Everything that was available was put on getting the water out of the ship forward. I was told that at one time the freeboard on our forecastle was down until it was about three feet.

However, the damage control parties managed to keep the ship afloat and on 6 February we arrived off the entrance to Tjilatjap harbor. We had to stop there and take tugs to tow us in because it was not possible to steer the ship through the mine field.

As we came in through the channel to our dock, we passed *Houston* and the entire crew of *Houston* was on deck and, as we went by them, they gave us a very lusty cheer. Apparently no one led this cheer, nor did anyone lead the cheer that was given *Houston* by the crew of *Marblehead* as we passed her on the way in.

BACK IN PORT in Java wounded cruisermen are taken from USS *Marblehead* and loaded aboard hospital train.





INSIDE JOB — At Tjilatjap living space was made habitable and an improvised messing system was set up.

At this point CDR Goggins was removed from the ship for further medical attention. His adventures before he reached safety make quite a tale in themselves, but this is the story of Marblehead. *The best account is in the report of then Captain Arthur G. Robinson, commanding officer of* Marblehead *at that time.*

WHEN THE BOW was raised the ship was clear of the water from the stem to frame 30. It was impractical to raise the stern completely clear.

During the time in dock there existed the constant problem of maintaining a condition of stable equilibrium of the overloaded drydock and preventing the ship from launching itself stern first.

On several occasions the engineer in charge of the dock found it necessary to flood the dock, and then cautiously repeat the pumping, until the ship was raised sufficiently to continue repairs, and at the same time to allow a small safety factor against a dangerous condition of unstable equilibrium. This reflooded the damaged areas and prevented complete stoppage of leaks.

Before any patching could be attempted in the ship's bottom, it was necessary to clear the ammunition from the port compartments of Group II magazines.

The force of the underwater explosion had completely wrecked these spaces, and powder cans, shells, and small arms ammunition were scattered throughout the area.

Before the water and fuel oil had drained from this space, the ship's force commenced removing the ammunition. When the water and oil level within the ship dropped below the two large ruptures in the ship's bottom, additional handling parties were formed and ammunition was removed through the bottom and side of the ship direct to the drydock floor. After the ammunition was removed, it was necessary to wipe down the inner skin of the ship on which a thick coating of fuel oil remained.

By 2200, 7 February, conditions were satisfactory for welding and cutting, and the local native workmen commenced fabricating and welding patch pieces to cover the two large jagged ruptures, and the caulking of all seams and rivets in the vicinity. These temporary emergency repairs were completed and the ship undocked on 10 Feb 1942.

DURING THIS TIME, the stern was raised as far as possible and held in this position for a short time while the ship's divers and repair force inserted plugs in rivet holes and arc-welded all evident leaks in the after end of the ship. Because of the intermittent flooding of the dock, the ship was never completely emptied of water and the forward hull could not be made fully watertight, but the patching prevented any surge of water from the outside.

While repairs were progressing on the underwater damage, the ship's repair force, on a day shift, and the local Javanese workmen, on a night shift, were engaged in clearing away the fantail deck plating and the mass of wreckage below. As there was no crane available, it was necessary to cut the wrecked deck plating and other masses of wreckage into pieces small enough to be handled by manpower. Upon undocking, all wreckage had been removed from the after damaged area.

In the meantime, the crew was engaged, day and night, in ridding the ship of wreckage, debris, oil-soaked contents of storerooms, and in cleaning and removing canned foods and other materials. The repair force was restoring a fresh water system in the forward part of the ship, rigging temporary lighting, power and sound-powered telephones throughout the ship, shoring weakened bulkheads and decks, and plugging and welding holes and seams within the damaged area.

After leaving drydock and until sailing on the 13th, emergency work continued day and night.

The local contractor supplied and installed athwartship angle bars at each frame on the open fantail and angle bar pillars to support a temporary deck. Lumber was supplied from ashore and installed by the ship's force. In addition to the angle bar deck beams, additional tie rods were installed by the ship's force, as all strength members supporting the original deck were completely destroyed. To make the temporary decking watertight, three layers of canvas were laid over the wood deck, secured by battens, and each layer painted.

BY THIS TIME all 6-inch guns, with the exception of the after twin, had been made ready for action, using emergency control.

No assistance or material was available in Tjilatjap for further repairs and it was apparent that the port would not be tenable much longer. Orders were received to proceed to Colombo, Ceylon, for docking and further repairs. The destination was later changed to Trincomalee, Ceylon, while en route to Colombo.

When ready to sail, the leakage of water into the ship and within the ship had been reduced to a rate where it was considered that submersible pumps could keep the level under control; the after deck was considered reasonably strong and watertight; most of the crew's living spaces had been made habitable; the installation of bunks, wash basins and cots in the wardroom country provided rough accommodation for the junior officers and warrant officers; a cafeteria system had been improvised for messing the crew; usable parts from various

refrigerators and water coolers were salvaged and provided a satisfactory refrigerator.

Shoes and clothing had been obtained from other ships to provide a few of these essentials to men whose lockers or bags had been ruined by fire and flooding.

It had been impossible to repair the steering motors other than salvaging parts of the two damaged panels; thus the ship left Tjilatjap on Friday, 13 April, able to steer only by means of the main engines. For the most part this was best accomplished by running the engines on one side at a steady speed and working the opposite side up and down to hold the ship on the desired course.

TWO TUGS, one forward and one aft, took the ship out of the harbor. Here the after tug cast off. When in the middle of the narrow channel through the mine field, the tow line parted. In an effort to run another line, the tug put herself in a position across the bow.

In the collision that followed, the ship's stem was folded over and split between the 15- and 25-foot waterlines. The passage through the mine field was completed without tugs, steering through the mine field with the engines. The space inside was too narrow for access and plugs and caulking were driven into the ruptures from the outside. The pitching of the ship made this work hazardous and ineffective. The forward peak tank flooded, was secured and shored during the ensuing voyage.

Special watches were set on water-tight integrity, and submersible pumps were in constant operation. It was necessary to maintain continuous pumping. The repair force was constantly on the alert for leaks within the damaged area, and many leaks were stopped. It was possible to keep the water level below the second platform deck.

While at sea, work toward ridding the ship of oil-soaked wreckage and debris continued. Vent systems and trunks were repaired where possible. Usable lockers and bunks from uninhabitable areas were reinstalled on and above the main deck. More powder cans from the magazine, now only partially flooded, were removed and inspected. Damaged powder was thrown overboard, and good powder stowed in dry spaces. The work of restoring electrical service throughout the ship continued unceasingly.

SINCE WE WERE STEAMING in waters of probable action, it was necessary to exercise great care in working below decks. With fuel oil spread throughout the hold and both platform levels, the danger of fire and gas was ever present.

Upon arrival at Trincomalee, Ceylon, on February 21, the ship was in a reasonable state of cleanliness above the first platform deck; flooding was kept well under control by the steam pumps; and considerable progress had been made towards repairing one steering motor.

At Trincomalee there were no facilities available for improving the temporary repairs already accomplished at Tjilatjay, and it was learned that no work could be undertaken in any Indian port for many weeks. It was decided to send *Marblehead* to a South African port for further repairs. Orders were issued to proceed when ready.

On leaving Trincomalee on 2 March, great progress had been made by the ship's force toward the improvement of watertight integrity, preparations and readiness for handling any unforeseen flooding, and in steps taken to improve the living conditions of officers and men. Damage control equipment and facilities had been overhauled and redistributed, ready for further action.

USING PARTS OF BOTH disabled steering motors, the electrical force had succeeded in putting one steering motor and panel back in commission, and the ship cleared the harbor using the rudder, operated by the trick wheel in the steering gear room and controlled by sound-powered telephone from the bridge. The rudder angle and speed of movement were, however, reduced.

In addition to the regular condition of readiness watches, a special watertight integrity watch was set on the forward pump and an hourly inspection made of all damaged compartments.

The ship arrived at Durban, Union of South Africa, for fuel on 15 March after a very smooth trip with practically no changes in the watertight integrity. The leakage in the forward hold, which had previously been worked on by the ship's force, had now slowed down to about one inch in every twenty-four hours.

Marblehead arrived and entered the graving dock at Simonstown, Union of South Africa, on 24 March. Extensive repairs were carried out.

With the hold of the ship dry, the ship's force concentrated in cleaning up debris and dirt, and removing oil and water from the bilges and pockets. The forward hold was thoroughly washed out and vented.

Marblehead left Simonstown on 15 April for New York via Pernambuco, Brazil. She would fight again.

BATTLE DAMAGE similar to this happened to *Marblehead*. Cruiser shown in photo below was not identified.



TAFFRAIL TALK

NAVY JOURNALIST Jerry McConnell—a whiz as a softball pitcher and no slouch as a writer, either—has packed up his glove, his spikes and his hand-decorated desk blotter and left ALL HANDS for the sunnier clime of Guantanamo Bay, Cuba. When last seen here he was a journalist first class. However, he turned up at Gitmo as a chief.

We know he had official orders to leave when he did, but we still suspect that, in his devotion to athletics and physical fitness, he timed his departure so he wouldn't have to break his training routine to attend a wetting-down party.

While he was here, Jerry pitched two perfect softball games. He also turned in some writing performances that were practically in the same category.

Replacing McConnell on our news desk is Bill Howard, JO1, USN, whose byline first appeared in ALL HANDS while he was in England in the public information office of CINCUSNAVEUR. Bill left Red Bank, N. J., in 1956 to join the Navy. He put in three years as a steelworker in the Seabees before he made the switch to journalist.

Although Bill can't throw a rise ball like Jerry, he can bat out stories like a real pro on just about any assignment that's thrown at him.

★ ★ ★

The other day, while digging through ship and station newspapers for items that would help us get from here to the bottom of this space, we came across a western from so far out west that it happened in the Far East.

Central figure in this saga of the salt-water prairie is USS *Jupiter* (AVS 8).

One day, as the aviation supply ship was riding the range somewhere off Japan in the East China Sea, a crew member shouted those old familiar words—"Cow overboard!"

Well drilled in standard procedures for such routine shipboard emergencies, *Jupiter* men rushed to the rail of the Seventh Fleet ship to spy a black steer swimming for Kyushu. Ensign Philip Thorpe yelled "Head it off at the pass," and the chase began.

A landing craft was hastily saddled up, and a posse of sailors galloped off in hot pursuit while their shipmates cheered them on.

A lasso was neatly tossed around the animal's head, and the steer was bulldogged aboard the landing craft.

At this point a Japanese cattle boat hove into view and claimed the maverick. *Jupiter* returned the critter to its owners and went back about her business with an empty corral.

★ ★ ★

Ordinarily, the Navy's best public information officers are so busy telling the Navy's story that they rarely get into the spotlight themselves. However, we see by the papers, three Navy PIO offices have done such a good job they've won Silver Anvil Awards from the Public Relations Society of America.

The winners are the First Naval District, for its "60 Years of Destroyers" project; the Ninth Naval District, for its "West Coast Media Cruise;" and the Naval Reserve and Training Branch of the Office of Information, for its "Return of the Reserves."

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities saber us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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The Bureau should be kept informed of changes in the number of copies required.

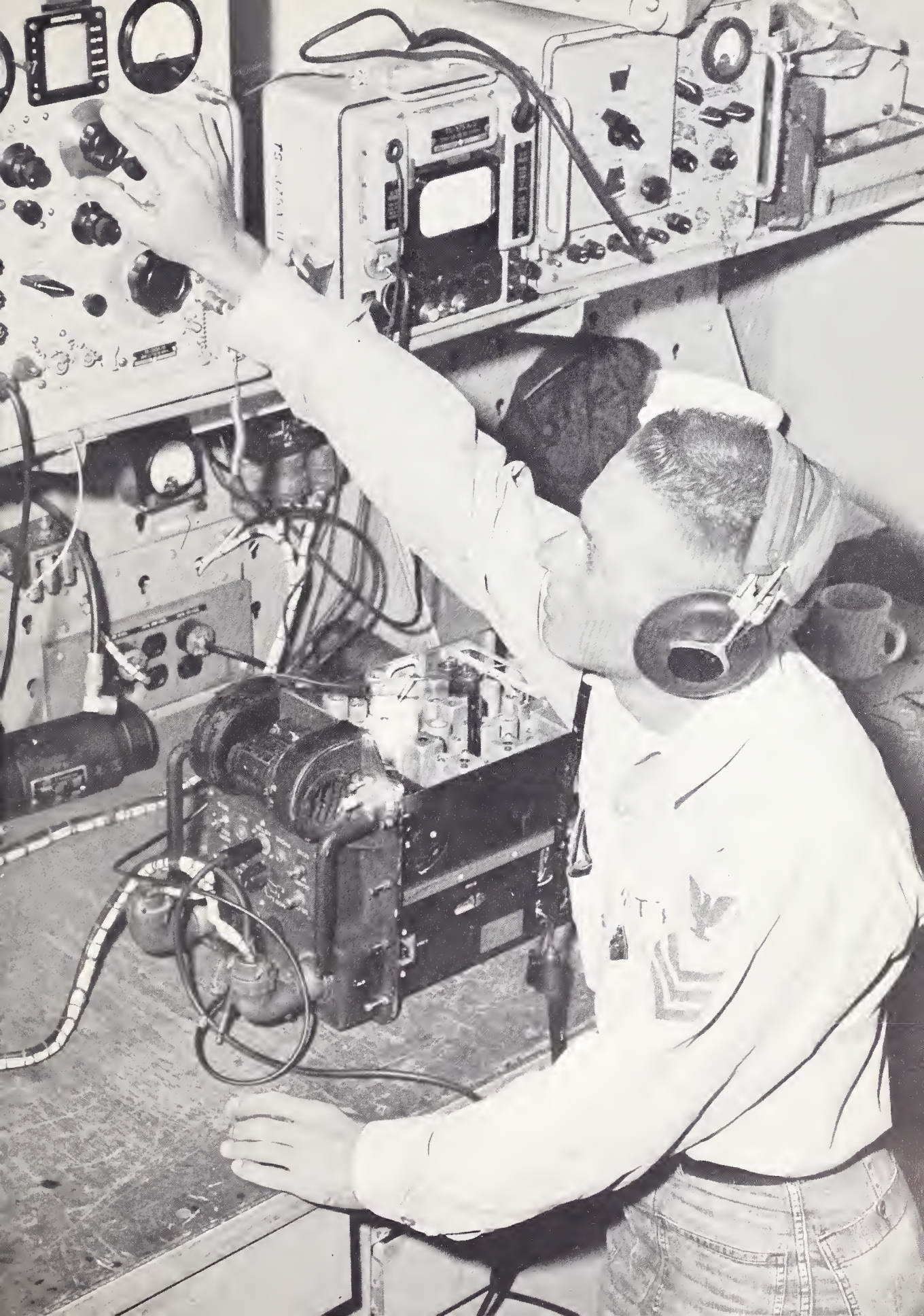
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• AT RIGHT: KNOW HOW — J. R. Matthews, AT1, USN, puts the knowledge of his rating to work as he hunts for a trouble spot while repairing a piece of electronic gear.



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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

SOCIAL SCIENCES



This magazine is intended
10 readers. All should
as possible.
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AUGUST 1963


LONG RANGE
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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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• **FRONT COVER: PASSING POLARIS**—Command ship *USS Northampton* (CC 1) passes *Polaris*-decorated fountain in front of "Portsmouth Naval Shipyard Museum" up the river from Norfolk, Va.—Photo by C. F. Knapp, PH1, USN.

• **AT LEFT: IT'S A FAKE** — Mockup of combat information center at CIC School, NATTC Glynco, gives realistic training to students. The CIC so closely follows that of *USS Constellation* (CVA 64) that usually only Navymen that have visited the mockup can tell the difference.

• **CREDIT:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.





PLAY IT SMART — It takes a good study program to make the good grades that will lead to your next rate.

A Sure Way of Moving

YOU MAY BE QUALIFIED in all respects to take the advancement in rating examination, but if you cannot pass the written test you will not be sewing that next stripe on your jumper or donning the chief's hat.

Competition is keener in some rates and ratings than in others, but even if you are seeking advancement in a "wide open" rating, you must attain a passing score on the exam to be successful. In tighter ratings you must do better than merely squeeze by the passing/failing cutoff score or you will be quotaed.

Therefore, besides qualifying in all respects, you must concern yourself with studying for the examination.

There are some people who don't bother to study at all. They think the knowledge they have picked up in a service school, on the job, and from required correspondence courses should be enough to prepare them for an exam. It isn't.

Much of the knowledge you picked up in school may have become obscured with time and need refreshing. And in any case, a service school's curriculum is not intended to include details of all you will need to know about your rating; it is designed rather to provide you with a foundation of knowledge for expansion.

Correspondence courses are sometimes approached with almost open hostility and skipped through hurriedly, with the result that little information is retained.

Perhaps you feel you've made a concentrated effort to study for an exam at some time in the past and still were not successful. Most who have failed or been quotaed on exams will probably fall into this category. How can you do better when you feel you've already done about your best?

The answer probably lies in your study techniques. Chances are you learn and retain only a fraction of what you are capable of doing through effective study, and this is something you can improve upon, as we shall see.

Contrary to the opinions of many, the way to achieve effective study is not by more study or more determined concentration, but by changing the quality of your study methods. People who are most successful in exams usually study slightly less than those who finish lower. They just use their time more effectively.

There are many authorities on the subject of "How to Study," and most of them recommend similar "mechanics of study" as a means to achieving more effective use of study time. Several of the ingredients of this success recipe are:

• Know what to study. *Training Publications for Advancement in Rating,* NavPers 10052-J, lists in bibliography form the Navy Training Courses and other publications you should study while preparing for advancement in rating. The various Navy rates and ratings are listed here in the 12 group categories, and another section lists military requirements study material for each rate. Your examination questions are based on the information in the materials listed under your rate and rating, and the less familiar you are with these materials and publications, the less are your chances for advancement. In many cases only parts of the books listed will apply to your particular rate within the rating structure so, to get the most intelligent use of these books, consult also the *Manual of Qualifications for Advancement in Rating,* NavPers 18068 (Revised).

• Prepare a study schedule. After you know what you must study, a schedule will help you discipline yourself and insure that sufficient time is allotted for everything which must be studied. One of the first things the Navy teaches you is that all work is more complete, more nearly perfect, more dependable, if accomplished systematically. Studying should be no exception to this most useful rule.

Make the schedule as elaborate or as simple as you wish, but don't fool yourself into believing that a schedule (or anything else, for that matter) will be of much use if you wait until the week before the exam to begin studying. Don't wait to get in the mood—it may never come.

Make a chart for each day of the week by dividing each day into work or duty time and free time. Then designate specific periods for studying specific topics or working on



THEY DID IT — Navymen pose for photo following promotion ceremonies.

Up the Ladder

correspondence courses. These periods could be a half-hour each day, one hour a day for three days each week, or whatever you feel will work out best according to your work and duty schedule.

Keep a record of the time you study each day, as a reminder that you are or are not keeping to your schedule. Remember, a person is efficient not because of any great amount of will power he uses to force himself to stay on the job, but rather because he has developed habitual patterns or sequences of activities.

• Locate a suitable place to study. Poor lighting, inadequate ventilation and noise tend to be fatiguing. Don't think, or brag, that you can study under any conditions. Locate a quiet place, one in which you can eliminate as much noise—including the radio and TV—as possible. Such a place will come to *mean* study to you and you will be returning to familiar surroundings. You will not have to be continually wasting time "setting up" for studying.

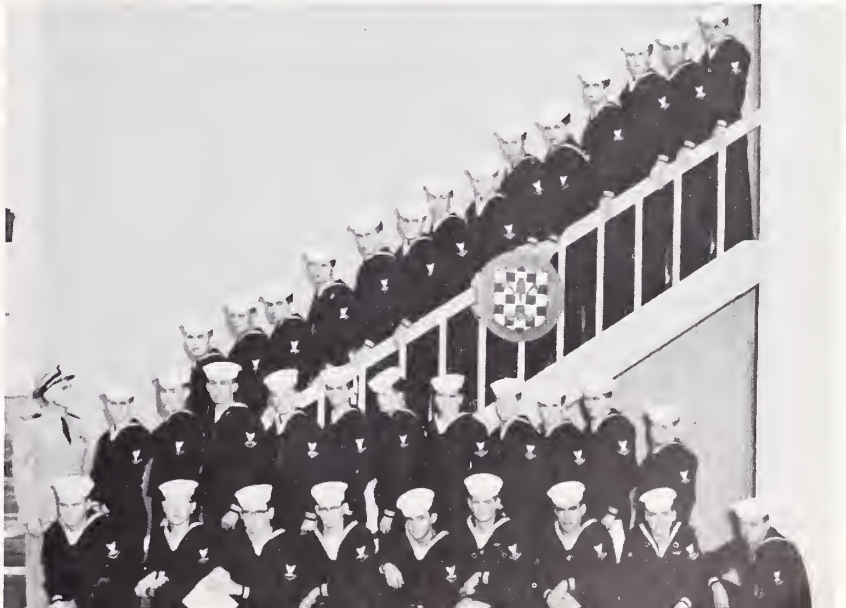
If possible pick a study area that's well-ventilated—not too warm. Sit in a straight-back chair, if you can, to avoid becoming too comfortable or having to adjust to odd positions. Adjust the lighting so that it is sufficient—not glaring or shadowy—and not shining or reflecting in your eyes.

• Organize your study materials. Those not readily available cause the continuity of work to be broken while you hunt for them. Some people have been known to waste an hour or more "getting ready" to study. By the time such people are ready, their attention is so divided that they've lost any enthusiasm for concentration. This is just an excuse not to study.

• Take notes. Underline significant words or phrases with pencil to recall attention to these points during review. Use a separate notebook to record important points—a separate notebook for each main topic (i.e., Military Requirements, First Aid, etc.). Correspondence course booklets are handy for this, but be sure you correct wrong answers after course has been marked.



STEPPING UP—Good study system won promotions for these Navymen.







PROPER PREPARATION well in advance of your exam will be a big help in obtaining the necessary scores.

Some people have a more elaborate note-taking system, utilizing a tape recorder. This system, if used effectively, can be most helpful.

The price you pay for advancement is computed in terms of effort and application. This means giving up things you would prefer to do, including loafing, and forcing yourself to perform the difficult act of learning. And this brings us to one more special ingredient in the recipe —Motivation.

If you consider the exam as merely a means to gaining increased income and privileges, your motivation is only half-hearted. You must bring yourself to understand *why* the Navy requires you to know what you must know for advancement, or else you will not be able to create the necessary interest.

As your responsibilities increase, your knowledge must be expanded if you are to be effective in your rate. Sometimes, what you know or do not know can make a big difference in the outcome of an emergency situation. An over-all desire for genuine self-improvement, for the right reasons, is accompanied by a more receptive mind. You are able to destroy many mental barriers to learning.

Your mental state is also affected by your health. Exercise, proper rest, proper diet, and anything else contributing to good health will have an effect on your studies. Some people are so worried about thoroughly preparing themselves for an exam that the worry prevents them from doing so. You can avoid this by putting the worry aside and tackling your studies. And above all, don't continually find excuses for not studying. Give your studies the consent of your will.

On the opposite extreme, don't try to "over study." Utilize the tremendous capabilities of your subconscious. After a period of concentration by the conscious mind—one half hour will do—change pace; take a seventh-inning stretch and shift to another subject.

The final ingredient we will mention, although there are undoubtedly others, is Meaningful Reading.

The greater portion of the act of study consists of meaningful reading. Many of us are under the delusion that we know how to read, when actually there is much room for improvement in our reading ability. We are concerned with four kinds of reading while studying. They are:

- Skimming: A "seagull's view" to determine contents and organization of a book, chapter or paragraph by dipping briefly into subject matter. Searching for a key word or idea.
- Quick reading: To refresh the memory, or to re-read familiar material in search of an idea or illustration.
- Normal reading: The speed will vary with the individual, but will be at a slower rate than the two types mentioned above. This is the type of reading you will do for the most part. The average college student should be able to read textbook material at the rate of 200 to 400 words per minute, and this is a good guide to follow.
- Deep reading: A slow and careful reading, weighing the meaning of each word, phrase and use of punctuation. Normally required for mathematics, this is one of your principal tools for problem-solving.

AFTERMATH—Fellow CPOs welcome a newcomer with a fitting ceremony.



Many people can double their speed of reading by grouping words in larger units, such as phrases and sentences. A few hints are:

- Practice grasping larger units (phrases or sentences) with a single movement of the eyes. (This is the basic skill of faster reading.)
- Read for ideas, not words.
- Concentrate your attention upon *meaning*.
- Watch for a tendency on your part to misread certain words.
- Eliminate throat and lip movements while reading.
- Force yourself to read rapidly.

By improving your reading skill, you are not only contributing to better study methods, but increasing your chances on the actual examination, since many people who fail do so because they cannot grasp the full meaning of test questions, or cannot grasp the meaning quickly enough.

After you have worked on improving your own study practices, you may find it beneficial to spend some time studying with others. Fifteen minutes each lunch period, going over questions and answers in the personnel office or in the boatswain's locker, can prove of inestimable help if applied regularly.

—Bill Howard, JO1, USN.

POLARIS UNIVERSITY

SSBN NAVYMEN can now further their formal educations through the facilities of the *Polaris* University Extension Program.

The program is an outgrowth of a cooperative effort between the Navy and the Commission on Extension Courses, Harvard University. When all the courses have been prepared, it will offer a complete two-year curriculum of college-level courses for the men on board *Polaris* submarines.

It began in 1961 with "A Study of Revolutions," by Professor Crane Brinton of Harvard, a noted historian. A second course, "Computer Age Mathematics," by Professor Francis Sheid, Chairman of the Department of Mathematics at Boston University, was also given to several of the crews. Enrollment for 1961-1962, including a number of presentations for the crews of *Polaris* subs, totaled over 7400 students.

By enrolling in the *Polaris* U program, the ambitious sailor can prepare himself for the increasing technological requirements of the submarine service and, at the same time, build up valuable college credits which may be applied toward the Bachelor of Arts Degree in Extension Studies at Harvard. The cost to each student is only five dollars tuition per course unit, plus about five dollars for books and such.

All courses will be of college level and constructed so that they can be taken during the regular cycles of patrol and in-port duty. Most of the courses will combine the use of sound film—to be viewed on patrol with an accompanying textbook—and lectures and laboratory work ashore.

The first year's work includes mathematics, chemistry, physics, and English composition. The second year includes further study of mathematics and science, with electives in other subjects. During the time that the complete curriculum is being prepared, individual courses can be taken for credit as they are available.

This is an example of how the courses are designated:

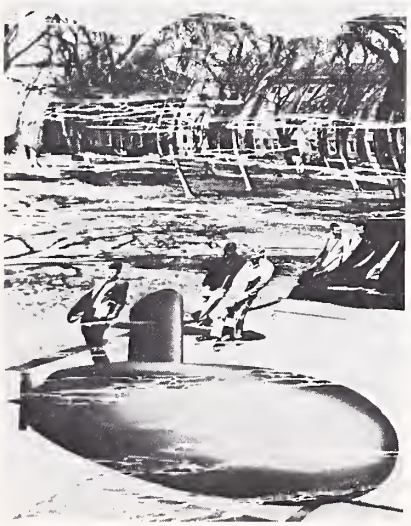
A one-year course in introductory chemistry is divided into four units with credit for one quarter-course for each. (Each quarter-course is approximately equivalent to two credit hours or semester hours.) One of these units will be basic, and is to be taken as the introduction to the subject.

The method of instruction varies with different courses. A unit ordinarily begins with one or more class sessions on shore, taught by an instructor from one of the colleges in the Commission on Extension Courses (in addition to Harvard, they include Boston University, Boston College, Massachusetts Institute of Technology, Tufts, Simmons and Wellesley). Films of 15 half-hour lectures are shown on patrol.

Men taking the course for credit will view the films, do the required reading and work problems or write papers, if required, while on patrol. Then, during the shore duty following the patrol, they will have further classroom work under the instructor and take the final examination.

Some courses will have a different pattern, with less film instruction and more directly supervised classroom work and preparation of papers. Some may use teaching machines.

The program will be kept as flexible as possible. It will not be necessary to take courses in a strict order. That is, it will possible to begin with English composition, or mathematics, or a science, and carry through that course, then take others, perhaps starting one of them while working in a course begun earlier—as long as each subject is carried in a normal sequence. A man may carry two courses at the same time, and advance just as fast as his time and skill will permit.



The schedule of the *Polaris* crews will probably permit two units of a course to be completed in one calendar year, and a man taking two subjects simultaneously could thus complete one-fourth of a full year's study (one-eighth of the certificate curriculum) in one calendar year. Credit for each unit successfully completed is recorded as the student progresses.

The following courses are being planned for the first-year units:

- Mathematics: college algebra; analytic geometry; introduction to calculus; and calculus: polynomials.
- Physics: Introduction to modern physics; introductory mechanics; introductory electricity; and introductory wave motion, sound and light.
- Chemistry: Basic principles; covalent bonds; chemical equilibrium; and some elements and their compounds.
- English: Expository English I; expository English II; American literature; and English literature.

The following courses will be included in the second year's units:

- Mathematics: Calculus: trigonometric functions; calculus: exponential and logarithmic functions; and computer age mathematics, Parts I and II.
- Physics: Mechanics and heat; electricity and magnetism; modern physics; and electronics.
- Engineering: Introduction to computer mechanics, Parts I and II; introduction to metallurgy; and electrical engineering.
- Electives: Elective courses are planned in the areas of history, economics, government, literature, sociology and psychology.

A two-year certificate will be awarded by Harvard University to those men who satisfactorily complete the 28 course units listed above in addition to four units from among the available electives.



WANT TO EARN AN EXTRA

IF SOMEONE approached you on the street and said, "Hey, Mac, how'd you like to make yourself $10,000," you would immediately respond with "What's the catch?"—and you can bet your ditty bag there would be one.

But what if the Navy offered you a four-year $10,000 college education, with an ultimate commission? Sound too good to be true? Well, it's a valid offer—and there's a good reason why the Navy wants people to take advantage of it. One way the Navy replenishes and maintains its pool of talent in officer grades is by providing this and several other extraordinary programs which lead to commissions for capable, qualified enlisted personnel.

Like any other big, fast-moving organization, the Navy has a constant requirement for skilled, dependable men to fill positions of authority. It's a simple case of supply and demand—your chances are as good as anyone's if you can meet certain specified requirements, and there are no gimmicks, hidden charges or false promises on the paths to a commission.

There are many programs forming these paths, and enlisted men and women who are seeking a challenging and gratifying step forward, and who would like the opportunity to expand their talents and increase their responsibilities (and earnings), should familiarize themselves with them.

THESE PROGRAMS fall into two main categories, depending on whether or not the applicant has a college degree.

Some of the programs have recently been modified, and one—the NROTC college training program—has been canceled. (Regular NROTC had been available to enlisted personnel on active duty since the beginning of the program, on the basis of 10 per cent of the total annual quota. However, this quota was never met.)

You *can* travel the enlisted-to-officer path and find the experience most rewarding. There are about 15,000 naval officers now on active duty who received their appointments through programs they entered while serving in an active duty enlisted status. In the past year about 1700 men and women were selected for training and commissioning under the various programs.

One eligibility requirement common to every enlisted-to-officer program is that the applicant be a United States citizen. Certain specific officer categories further require that the applicant be a native-born citizen. Other requirements vary, depending on the program.

IF YOU HAVE initiative and feel you've only begun to tap your potential, see if you are eligible for any of the following officer programs:

• ***U. S. Naval Academy Program:*** The four-year course at the Naval Academy, leading to a bachelor of science degree, is designed to train midshipmen for the highest responsibilities of command, citizenship and government.

Each year 160 Naval Academy appointments may be filled by active duty enlisted men through appointment by the Secretary of the Navy.

Under this program, candidates participate in a Navy-wide examination for entry to the Naval Preparatory School. Those who are selected then undergo about nine months of refresher training courses in preparation for taking the Naval Academy entrance examination.

Contrary to popular belief, Prep School students do not compete only against each other for appointment to the Academy. Naval Academy entrance exams are administered on a national competitive basis, and a Prep School student must fully qualify, like anyone else, in order to receive an appointment.

One of the primary eligibility requirements for this program is that the applicant be strongly motivated toward an officer's career in the Navy. The course is academically and militarily rigorous, but, success is most rewarding.

Screening examinations are administered in mid-April each year

throughout the naval establishment. A second examination is administered in mid-July to recruits at Naval Training Centers who did not have the opportunity to take the earlier examination. BuPers Notice 1531 of 28 Jan 1963 gives the latest detailed information and application forms. Following are the general criteria necessary for establishing eligibility.

(a) *Source*: Enlisted men of the Regular Navy and Naval Reserve on active duty.

(b) *Age*: Applicant must be at least 17 and not have passed his 21st birthday before 1 July of the year he would enter the Naval Academy.

(c) *Marital status*: Be single and remain single until after graduation from the Naval Academy.

(d) *Education*: Must be a high school graduate or have completed enough high school courses so that credits earned at the Preparatory School (approximately three and one-half) will enable his secondary school record to show the necessary 15 credits required for admission to the Academy; plus a combined GCT/ARI score of 118.

(e) *Physical*: Must be physically



ON THEIR WAY — NESEP students attack classroom problem with slide rule. *Below:* Midshipmen attend class on ship's deck while on training cruise.



$10,000?

qualified in accordance with physical standards contained in the *Manual of the Medical Department*.

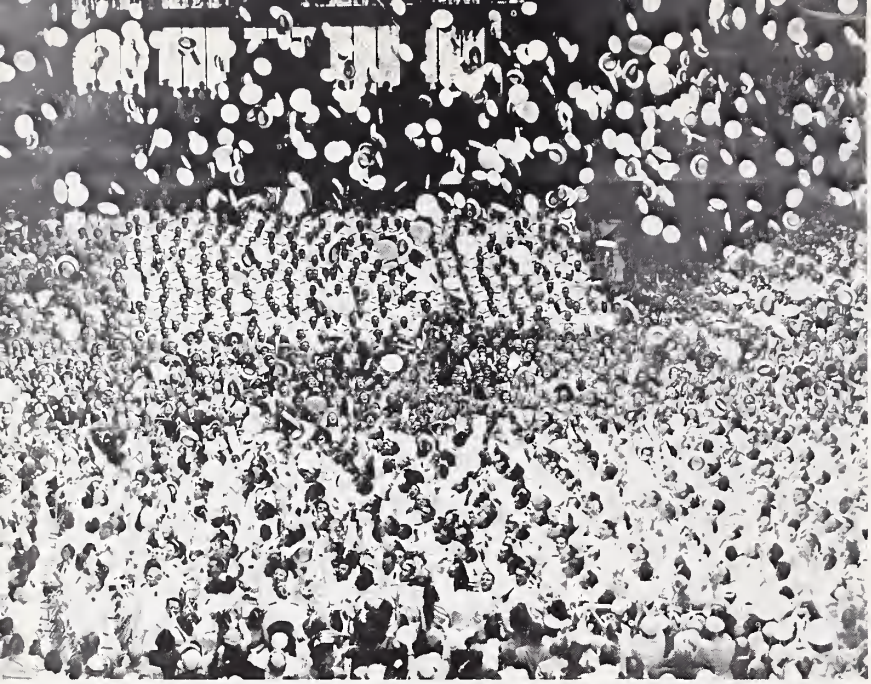
• ***Naval Aviation Cadet Program*** (NAVCAD): The NAVCAD Program involves 18 months of flight training as a naval aviation cadet. About 125 naval aviation cadets are picked from among enlisted men on active duty each year. In the past this program has provided about 20 per cent of all naval aviation cadets.

The qualifications are high and competition is keen. A man applying must be strongly motivated toward flying. If selected, he enters a program in which he becomes both officer and aviator.

Applications can be made through your command at any time. BuPers Inst. 1120.20C gives the procedures. Eligibility requirements include:

(a) *Age*: At least 18 and under 25 on the date application is submitted. If under 21, parental or guardian's consent is necessary before being accepted into the program.

(b) *Marital status*: Unmarried



MIDSHIPMEN toss their hats high upon graduating from the Naval Academy. Each year 160 appointments to Annapolis may be filled by active duty EMs.

and agree to remain unmarried until commissioned.

(c) *Education*: 60 semester hours or 90 quarter hours of unduplicated college work at an accredited junior college, college or university; or either 30 semester hours (45 quarter hours) of unduplicated college work or successful completion of the USAFI General Education Development Test (one-year college level), plus a minimum combined GCT/ARI score of 120 and a MECH score of 58.

(d) *Physical*: Must be physically qualified and aeronautically adapted for the actual control of aircraft in accordance with chapter 15 of the *Manual of the Medical Department*.

(e) *Test qualifications*: Must attain a score of at least three on the Aviation Qualification Test (AQT), and a score of at least five on the Flight Aptitude Rating Test (FAR).

(f) *Service*: Must sign a contract to complete at least three and one-half years of active duty after completion of flight training.

• ***Navy Enlisted Scientific Education Program*** (NESEP): NESEP is an uninterrupted four-year college education program which leads to a baccalaureate degree in engineering, science or mathematics categories approved by the Chief of Naval Personnel.

The applications of all fully qualified NESEP candidates are considered by a selection board convened by the Chief of Naval Personnel to select those candidates considered best qualified for high-level college performance and eventual careers as line officers serving in the Regular Navy.

Those selected receive approximately nine weeks of refresher training courses in mathematics, physics and English usage, plus orientation in college academic requirements before college entrance.

NESEP Colleges

Auburn University
University of Colorado
University of Idaho
University of Kansas
University of Louisville
Marquette University
Massachusetts Institute of Technology.
Miami University (Ohio)
University of Mississippi
University of Missouri
University of Nebraska
University of New Mexico
University of North Carolina
North Carolina State College
University of Oklahoma
Pennsylvania State University
Purdue University
Stanford University
University of Texas
University of Utah
Vanderbilt University
University of Washington

Upon satisfactory completion of summer preparatory training and acceptance at a NESEP college or university, trainees obligate themselves for six years in the Regular Navy, retaining their present pay grades and ratings. Students maintain their enlisted status, and are eligible for advancement in rating in accordance with established procedures.

NESEP students receive full pay and allowances while attending college, and must pay for their subsistence and lodging. The Navy pays all other college expenses.

Graduates of NESEP, after receipt of their degrees and successful completion of Officer Candidate School or Naval School Pre-Flight, are appointed to the grade of ensign in the unrestricted line of the Regular Navy, if physically qualified. Graduates who do not meet the physical standards of the unrestricted line are considered on an individual basis for appointment in the restricted line or staff corps.

Commissioned graduates of this program must serve on active duty for a minimum period of nine months for every six months of education, and in no case shall this period be less than four years.

Each applicant for NESEP must submit a letter of application in time to reach the Chief of Naval Personnel not later than 1 November. Detailed requirements and information are contained in BuPers Inst. 1510.69F (Change One). A general rundown of qualifying factors includes:

(a) *Source*: Enlisted personnel of the Regular Navy or in the Naval Reserve on active duty, including personnel in the TAR Program, in pay grades E-4 and above.

(b) *Age*: Must have reached 21st but not 25th birthday by 1 July of the year selected. Waiver of maximum age may be granted by the Chief of Naval Personnel on the basis of one year for each year of fully transferable college credits.

(c) *Marital status*: Married or single.

(d) *Education*: Must be a high school graduate or possess a satisfactory high school level GED test score, plus a combined GCT/ARI score of 118.

(e) *Sex*: male or female.

(f) *Physical*: Must meet the physical standards of officer candidates, except as they may be modified in the above listed BuPers Instruction.

(g) *Disciplinary*: Clear record for two years preceding 1 July of calendar year in which application is made.

(h) *Recommendation*: Must be recommended by commanding officer.

• ***Officer Candidate Airman Program*** (OCAN): The OCAN program requires about 13 months of naval aviation observer training. This program was begun in May 1963 and is expected to provide about 20 per cent of all naval aviation observers.

The qualifications for OCAN applicants are the same as for the NavCad program except that applicants may receive constructive service credit up to 36 months for earlier active duty.

Thus, enlisted personnel with three years' previous active service may submit applications for the OCAN program up to age 28 instead of 25, which is the maximum age for the NavCad program. In addition, OCAN applicants must be physically qualified and aeronautically adapted for duty involving flying as a Naval Aviation Observer and must have scored at least three on the Aviation Qualification Test (AQT), with *no* minimum score required on the Flight Aptitude Rating Test (FAR).

Selected applicants must sign a contract to complete at least three and one-half years of active duty after completion of NAO training.

Applications may be submitted in accordance with BuPers Inst. 1120.20C.

• ***Limited Duty Officer (Temporary) Program*** (LDO): The LDO program, in effect since 1948, replaced the temporary officer program of World War II, and has become the principal active duty enlisted-to-officer program of the Navy.

Its most attractive aspect is that it permits an officer the opportunity to continue working in the broad technical field associated with his former rating.

The selection board (which meets annually) considers the applicant's test score and service record, with the record receiving at least equal emphasis. It certainly helps if the record shows you have taken correspondence courses or evening classes, or have done other work to prepare yourself for your new rank. (It stands to reason that if two men are about equal in most respects, the man who has shown some initiative and has studied is going to be selected over one who has not.)

Generally, you should apply for the LDO category in your normal path of advancement (see the box below). When you try for selection in a different category, you will be compared with other men who probably have much more experience in the field than you do. This in itself will hurt your chance for selection.

HMs and DTs, however, have no normal path of advancement to LDO. Although they may apply for any category in which they feel they are qualified, they are encouraged to apply for commissions in the Medical Service Corps rather than in the LDO field. The problem of competing with more experienced men also applies here.

Personnel selected for the LDO(T) program undergo naval orientation at Officer Candidate School. They are appointed ensigns, U. S. Navy (Temporary), before attending OCS. Limited duty officers receive permanent appointment upon being promoted to the grade of lieutenant commander.

The following general eligibility requirements are taken from BuPers Inst. 1120.18I:

(a) *Source*: Men of the Regular Navy, serving as petty officers first class and above or as commissioned warrant officers or warrant officers, may apply. If a petty officer first class, you must have served at least one year in rate by 1 July of the year in which application is made. If a commissioned warrant or warrant officer, you must not have failed selection for the next grade.



QUALIFIED corpsman can obtain a commission by entering and completing Medical Service Corps program.

(b) *Age*: For appointment as ensign—must not have reached 34th birthday as of 1 July of application year. For appointment as lieutenant (junior grade), warrant officers and chief petty officers of no specified age are eligible—in 1963 only.

(c) *Service*: Must have completed eight years of active naval service

Normal Path of Advancement to LDO(T)

Enlisted Ratings	*LDO Category and Officer Designator*
BM, QM	Deck (600)
RD, RM, SM, SO	Operations (601)
GM, GMT	Ordnance Surface (610)
FT, MT	Ordnance, Control (611)
TM. MN	Ordnance, Underwater (612)
YN, PN, MA, JO, DM, LI, PC	Administration (620)
MU	Bandmaster (626)
MM, BT, MR, EN, IM, BR, OM	Engineering (630)
DC, ML, PM, SF	Hull (635)
EM, IC	Electrician (637)
ET, DS	Electronics (640)
CT	Cryptology (646)
AB, AC, PR, PT	Aviation Operations (660)
PH	Photography (663)
AG	Meteorology (665)
AO	Aviation Ordnance (670)
AT, AE, TD, AQ, AX	Avionics (680)
AD, AM, AZ	Aviation Maintenance (685)
DK, SK, AK, CS, SH, SD	Supply (370)
CM, EO, UT, CE, EA, BU, SW	Civil Engineer (570)

(including Marine Corps or Coast Guard when operating as part of the Navy), exclusive of active duty for training in the Reserve, on 1 July of the calendar year in which application is made.

(d) *Education*: Must be a high school graduate or possess the service-accepted equivalent.

(e) *Physical*: Must be physically qualified in accordance with physical standards contained in the *Manual of the Medical Department.*

(f) *Disciplinary*: No court-martial or civil court convictions (other than for minor traffic violations) for the two-year period preceding 1 July of application year.

(g) *Recommendation*: Must be recommended by commanding officer.

(h) *Miscellaneous*: No candidate can make application in more than two officer designator codes in a given year. And you must be in the Regular Navy on the date of the written examination, be on active duty at the time you are being considered by a selection board and, if selected, remain on active duty until you receive your commission.

• ***Integration Program:*** The Integration Program offers the opportunity for appointment to commissioned status, in the unrestricted line and staff corps of the Regular Navy, to outstanding junior enlisted personnel, both men and women.

This program is restricted to a small, select group (about 50 a year), and selectees compete throughout their careers with Regular Navy officers from all sources.

Competition is exceptionally keen, and on-the-job technical training and specialized training through schools and correspondence courses should be sought by all potential candidates.

If otherwise qualified and recommended, candidates take the Officer Selection Battery Tests, and these scores—plus complete applications and service records—go before a selection board. Candidates who are selected undergo 16 weeks of training at OCS before being commissioned.

Prospective applicants must submit special requests to their commanding officers by 1 August to be considered for this program.

BuPers Inst. 1120.18I has the details, but here's a rundown:

(a) *Source*: Warrant officers or enlisted personnel in pay grade E-4 or above in the Regular Navy.

(b) *Age*: Men must be at least 19 and under 25 as of 1 July of the calendar year in which application is made. Women must be at least 20 and under 25, although requests for waivers will be considered for exceptionally well-qualified women up to 30 years of age upon the recommendation of the commanding officer.

(c) *Service*: Normally, three years' continuous active service in the Regular Navy is required.

(d) *Education*: (1) Have successfully completed 30 semester hours of work at an accredited college or university, or have the service-accepted equivalent, or (2) Be a high school graduate or the equivalent, and have a GCT or ARI score of 60 or above, or (3) Civil Engineer Corps applicants must have completed three years of college credits toward an engineering degree at an accredited engineering school.

(e) *Disciplinary*: No conviction by court-martial or civil court (other than for minor traffic violations) for two years preceding 1 July of application year.

(f) *Physical*: Must be physically qualified in accordance with standards contained in the *Manual of the Medical Department.*

(g) *Recommendation*: Must be recommended by your CO.

• ***Nursing Education Program*** (NEP): This program provides an exceptional opportunity for enlisted women to obtain a baccalaureate degree in nursing and appointment to a commission in the Navy Nurse Corps.

Selected applicants are discharged from their present enlistments and reenlisted in the Naval Reserve for six years as Officer Candidate Hospitalmen (pay grade E-3).

They are then enrolled in civilian schools of nursing designated by the Chief of Bureau of Medicine and Surgery and ordered to active duty as students for the period of instruction required to attain the degree.

They draw pay and allowances (including subs and quarters) and are reimbursed up to $50.00 a year for textbook costs. Tuition and fees are paid by the Navy.

During the final year of instruction enrollees apply for appointment in the grade of ensign, and then serve a minimum of one year of active commissioned service for each year of training received under the program.

Applications may be submitted to the commanding officer at any time.

It's a wonderful opportunity, girls. A resume of eligibility requirements follows, but check BuPers Inst. 1120.27C for complete details:

(a) *Age*: Must be of such age that upon expected completion of training, and appointment as Ensign, Nurse Corps, you will not have reached the age of 29.

(b) *Marital status*: Unmarried at time of application and agree not to request discharge by reason of marriage during the period of training or active duty obligation.

(c) *Education*: Must be a high school graduate with academic standing in the upper half of her graduating class, or have a standard score of 50 or above on each of the five tests in the high school GED test battery and satisfy college entrance requirements.

(d) *Physical*: Must meet the physical requirements for original appointment for women officers contained in the *Manual of the Medical Department.*

(e) *Service*: Must be an enlisted woman of the Regular Navy or Naval Reserve on active duty, who has been on active duty for a minimum of one year before submission of application.

(f) *Professional*: Must have a clear record, free from any disciplinary action taken as a non-judicial punishment or the result of a court-martial and free from any record of civil court conviction, except for minor traffic violations; be of good personal habits and character.

• ***Medical Service Corps (MSC) Program:*** This program provides an opportunity for certain college graduates and non-graduates serving as hospital corpsmen and dental technicians to receive appointment in the Medical Service Corps.

There are several categories within the MSC to which appointments may be requested, including the Supply and Administration Section, Optometry and Pharmacy Sections, and the Medical Allied Sciences Section, which includes 17 specialized categories.

Eligible candidates for this program are considered by the Naval Examining Board at the Naval Medical School, Bethesda, Md. All appointments will be determined ac-

cording to the needs of the service.

All enlisted personnel applying for the MSC are required to take the Officer Selection Battery test. A satisfactory score on the OSB is a prerequisite to participation in the professional exam for the MSC.

Appointments to the Supply and Administration Section are tendered in either a permanent or temporary status. This section is open to men and women who have served within the hospital corpsman or dental technician ratings as first class or above for a minimum period of one year prior to the date of the professional examination.

For permanent appointment, applicants must be between the ages of 21 and 32 on the date of appointment. Temporary appointees (men only) must be at least 21 and not have reached their 35th birthday as of 1 July of the year in which appointment can first be made.

Applicants must meet one of the following educational requirements for the Supply and Administration Section of the MSC:

Have successfully completed 30 semester hours of work at an accredited college or university or the applicant must have the service-accepted equivalent.

Be a high school graduate or have the service-accepted equivalent, and have a GCT or ARI score of 60 or over.

For the Optometry, Pharmacy and Medical Allied Sciences Sections of the MSC, baccalaureate degrees are specified in the eligibility requirements. However, a limited number of Regular Navy chief hospital corpsmen and hospital corpsmen first class, serving in professional specialties related to the medical allied sciences categories who, except for the formal degree, meet all the eligibility requirements for appointment in this section, and who have demonstrated outstanding aptitude for advanced training in an acceptable specialty, may be considered for waiver of the degree requirement.

Candidates applying under this exception must present evidence of successfully completing a minimum of 30 semester hours of work, applicable to a degree in the specialty applied for, at an accredited college or university.

Eligibility requirements differ with the various sections within the MSC. Refer to BuPers Inst. 1120.15E for additional detailed information.

IF YOU'RE a college graduate on active duty with the Navy, and you're interested in becoming a commissioned officer, the following programs will be of interest to you. They fall into three categories—the Officer Candidate (OC), for both men and women; the Aviation Officer Candidate (AOC 1395); and the Naval Aviation Officer Candidate (NAOC 1355) programs.

• The ***Officer Candidate (OC) program*** provides a course of training for selected college graduates leading to commissions as Reserve officers in the line, restricted line or staff corps. Selected enlisted applicants are designated officer candidates within their present pay grades, but not lower than E-2.

• The ***Aviation Officer Candidate (AOC 1395) program*** is geared for college graduates who meet the requirements for flight training. Enlisted applicants are designated as Aviation Officer Candidates within their present pay grades, but not lower than E-2. AOCs who successfully complete the four-month officer indoctrination course, if qualified, are commissioned as Reserve officers and, upon successful completion of flight training, are designated naval aviators.



STEPPING UP — ENS L. F. Perrinello displays hats worn on his path to a commission as he ends tour with VU-1.

• The ***Naval Aviation Officer Candidate (NAOC 1355) program*** provides training for college graduates who meet the requirements for a Reserve commission in the line within the aviation billet structure. Purpose of this program is to prepare aviation officers as naval aviation observers (NAO), or for weapons systems, air intelligence and maintenance billets in the categories of radar intercept operator, bombardier, navigator, bombardier/navigator, airborne early warning, antisubmarine warfare, ECM evaluation, maintenance, electronics maintenance or ordnance. Enlisted applicants are designated NAOC 1355 within their present pay grade, but not lower than E-2. Candidates who successfully complete the four-month officer indoctrination, if qualified, are commissioned as Reserve officers.

Basic eligibility requirements for all phases of the programs are the same. To qualify, you must:

• Be physically qualified in accordance with standards contained in the *Manual of the Medical Department*.

• Be a graduate of an accredited college or university with a bachelor's degree.

• Be on active duty at a permanent duty station where you have been serving for at least two months. (Naval training centers for recruits and service schools two months or more in duration are considered permanent duty stations for these programs.)

Exception: This requirement does not apply to Naval Reservists whose applications were being processed at the time they were ordered from inactive duty to a training center for active duty. However, Naval Reservists who are ordered to a duty station other than a training center while applications are in process are advised to reapply.

• Have at least six months of obligated service remaining under current enlistment upon receipt of orders to school. If you have less than six months remaining, you are authorized to extend or re-extend your enlistment, but the agreement to extend must be executed before you are transferred to the school.

BuPers Inst. 1120.29A has complete details on the above programs.

—Bill Howard, JO1, USN.





A DEPTH CHARGE talker stands watch on board *USS Brush* (DD 745). *(Center)* This is *Brush* as she appears today.

USS Brush Packs Lots of Excitement

THE HOUR WAS 1100. The officers and men of USS *Brush* (DD 745) queued up on the mess decks for an important event—to honor the accomplishments of a distinguished lady, and receive shares of an anniversary cake. They were celebrating *Brush's* 19th year in the U. S. Navy.

This proud, weather-aged ship is a good example, in miniature, of the Navy's role in a modern world. On her bridge, she wears ribbons for the American Campaign, Asiatic-Pacific Campaign (with silver star), World War II Victory, Navy Occupation, China Service, Korean Campaign (with four battle stars), United Nations, National Defense, Philippine Liberation, Korean Presidential Unit Citation, and Philippine Unit Citation.

During her lifetime, her men have earned five Silver Stars, seven Bronze Stars, 24 Letters of Commendation and 60 Purple Hearts. Seventeen of these awards were made posthumously.

Brush was commissioned on 17 Apr 1944 at Staten Island, N. Y. After a shakedown cruise near Bermuda, she steamed for the Pacific to join Admiral Halsey's Third Fleet.

Before the end of the year, *Brush* had fought at the invasions of Leyte, Samar and Luzon, in the Philippines. During December she struggled through a gigantic typhoon.

With the Fifth Fleet early in 1945, *Brush* participated in the first air-sea strikes near Tokyo since the Doolittle Raid of 1942. Pushing a time schedule, she then assisted attacks against Formosa and Iwo Jima. On 15 Mar 1945, she battled in the Fifth Fleet strike against the island of Kyushu, Japan.

During this strike, a 500-pound aerial bomb exploded off her starboard side, cracking her keel. Seeing the ship come to a halt in the water, a Japanese submarine fired a torpedo. Realizing *Brush* was crippled, another destroyer turned into the weapon and took the explosion on its own bow.

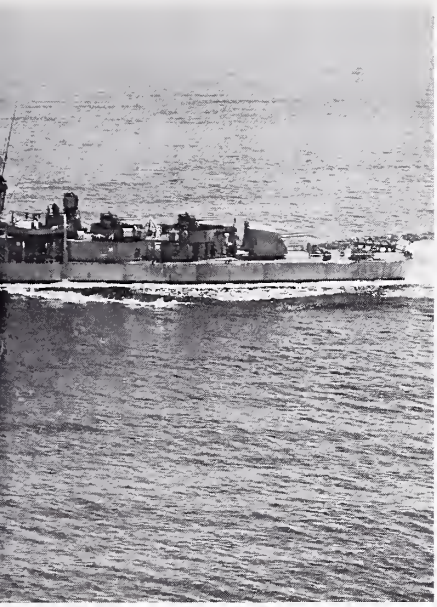
Brush's life had been saved.

After hasty repairs in the Ulithi Islands, the ship continued attacks

PILOT is highlined from *USS Brush* (DD 745) to carrier. *(Center) Brush* trails *USS Essex* (CV 9) in heavy seas.









GUNNERS on board *USS Brush* stand ready as other task force ships open fire on WW II Japanese suicide planes.

...in Eventful Navy Career

on the Japanese homeland until the end of the war. In September 1945 *Brush* entered Tokyo Bay for the signing of Japan's surrender.

Brush operated from the San Diego-Long Beach area for five years after World War II. Then came Korea.

On 25 Jun 1950 communist troops invaded South Korea. United States armed intervention was ordered by President Harry S Truman on 27 June. Two days later, *Brush* entered Formosan waters.

Brush operated continually off the Korean coast until September. That month, while engaged in gunfire support, she struck a mine, tearing her amidships and breaking her keel for a second time in five years.

Thirteen men were killed, and 31 others were injured. Two sailors were thrown clear of the ship. One was rescued by uss *Herbert J. Thomas* (DDR 833). The other man swam to *Brush* with a broken shoulder.

Brush managed to reach Japan under her own power. Temporary repairs completed, she steamed to the United States for overhaul.

The veteran greyhound completed three additional deployments to Korea.

Since 1955 *Brush* has toured the Far East five times. When last heard from, she was doing her usual good job, winning the ASW "A" and Communications "C."

—R. R. Monroe, LTJG, USNR



BRUSHMEN stack shells during lull in World War II action. *(Above)* J. S. Williams, HM1, USN, cuts anniversary cake.









SOLANT AMITY — Corpsman explains model of ear to African school children as part of SoLant Amity fair.

Africa Welcomes Task

AN EARLY MORNING RAIN squall lifts somewhere on the vast tropical coasts of Africa, just in time to uncover a three-ship task force steaming toward port. As the lead ship in the column nears the harbor at 0800, the humid silence is shattered with 21 guns, saluting a new African nation, independent for less than five years.

The three ships fly the flag of the United States; their official title is Task Force 88. To the countries of Africa they are known as SoLant Amity ships. The fourth such goodwill cruise, recently completed, has clinched the Navy's reputation as bluejacket ambassadors in this part of the world.

First ship to enter port is USS *Spiegel Grove* (LSD 32), flagship of Rear Admiral John A. Tyree, Jr., USN, Commander of the U. S. Atlantic Fleet's South Atlantic Force and Commander of Task Force 88. Close behind, the escort ships USS *Van Voorhis* (DE 1028) and USS *Joseph K. Taussig* (DE 1030) arrive to begin the heavy schedule of events.

Almost immediately, *Spiegel Grove's* cranes begin humming as tons of cargo are unloaded. "Project Handclasp" has collected material from business firms, organizations and individuals all over the United States for transportation to the developing nations of Africa.

The three ships, completing a 21,000-mile journey, started with 365 tons of supplies donated to the nine countries visited on the east and west coasts of the African continent south of the Sahara.

On the port-of-call list were the four West African cities of Freetown, Sierra Leone; Monrovia, Liberia; Lagos, Nigeria; and Point Noire, Congo. They made operational visits to the South African ports of Cape Town and Durban to replenish and refuel. They steamed into the Indian Ocean cities of Lourenco Marques, Mozambique; Diego Suarez, Malagasy; Dar es Salaam, Tanganyika; and Mombasa, Kenya, all new to most Navymen.

WHITEHAT ambassadors enjoy the sights of Lourenco Marques, Mozambique.





U. S. SHIPS tie up at Lagos, Nigeria.



PARAMOUNT chief of Moyamba meets CAPT T. H. Suddath during tour.

Force 88

As EACH SHIP is moored in the harbor of its latest port of call, the SoLant Amity program begins to unfold. The Task Force commander departs on calls to meet top government and military officials. Display boards are set up on the weather deck for the expected crowds of visitors. Side boys, the band and honor guard take their place for rendering honors to VIPs returning calls on the flagship. The control officer from the local U. S. embassy or consulate goes over last minute additions to or deletions from the program.

Then it's time to meet the public.

They come in colorful groups from miles around and stand in long lines—sometimes at the mercy of sudden monsoon showers, or waiting in the tropical sun—to see the U. S. ships. On board, the African visitors are guided by sailors to see the bridge, lifesaving and firefighting equipment, boats, and displays explaining communications, navigation, seamanship, American landmarks, Navy activities in Africa and health. The lucky ones get to see the helicopters take off from *Spiegel Grove's* flight deck, a sight sometimes applauded by the pier-side crowds of all ages.

During general visiting, a team of sailors or Marines may leave the ship in the colorful uniforms of softball, soccer or basketball players. The vivid colors mix readily with the vibrant hues of flowing native robes and the elaborate headgear of the visitors from the African nations.

Soon a band of Navy musicians is heard playing in a public square. As the crowd gathers, the music takes effect and visual evidence of the beat sways through the audience, speaking music's international language. It's always a big success.

LIBERIAN National Dance Troupe puts on a show for the visiting Navymen.







SAME GAME — Navymen of *USS Van Voorhis* play ball with Congolese team. *Rt:* Goodwill TF heads into new port.

THE NAVY CREWS go on liberty. Everywhere people stop them on the streets to ask about America, talk about the cruise, invite the men to their homes or on tours to see the town. They exchange addresses and information about their countries.

Thus SoLant Amity reaches all levels of society in an area where little is really known about the United States, and vice versa. When the men return home, they have plenty to tell their friends about Africa, and dispel many preconceived notions born of Tarzan pictures and tales of Jungle Jim.

SoLant Amity is in keping with one of the Navy's oldest traditions—showing the flag. But more than that, these cruises provide strong support for the missions of our State Department representatives in the African countries. The donation of Project Handclasp material becomes an intimate illustration of American concern for the well-being of developing nations. Project Handclasp is a personal program, not a government program. To know that the people of the United States care enough to send their goods to educate, clothe, feed and administer to the health of the people of Africa is—to them—startling proof of American friendship and good will.

ON THIS CRUISE, the three ships of Task Force 88 represented the United States to more than 50,000 visitors and implemented the people-to-people program on a scale unmatched by any other effort.

But in addition to the heavy schedule of goodwill visits, the three ships maintained operational readi-

BOARDING PARTY — Citizens of Pointe Noire wait to visit ship. *Rt:* Tanganyika youngsters enjoy Amity band.









HAPPY VISITORS — High school girls learn about the uses of a diving suit during visit to *Spiegel Grove*.

ness through numerous underway exercises and tactical drills. There were underway demonstrations of antiaircraft gun firing, Weapon *Alfa*, depth charge, highline transfer, and helicopter recovery exercises for President W. V. S. Tubman. Similar displays were witnessed by 70 top Liberian cabinet members and government officials as well as 40 members of the young Nigerian Navy.

Task Force 88 developed into a double-barrelled mission. On one hand the ships could honor a head of state, field a soccer team, tour thousands of general visitors at the drop of a white hat. At the same time, they represented an operationally ready naval presence in waters far from the normal shipping lanes in an increasingly important part of the world.

As a result of this cruise, ambassadors and consular officials, presidents and paramount chieftains, military people and civilians have been high in their praise for the United States and the Navy. Working hand in hand, the Navy and the diplomatic groups have gone far to improve friendly relations with the African countries through SoLant Amity.

The sight of U. S. Navy ships off the harbor entrance in an African port has become a symbol of U. S. interest in friendly relations with these nations. It illustrates the concern of the people of the United States for the people of Africa, using an old technique of showing the flag in modern dress, and—to most Navymen—in a new and fascinating part of the world.

—Ralph L. Slawson, LCDR, USN

PRETTY PICTURE — SoLant Amity ship *USS Spiegel Grove* (LSD 32) anchors in the port of Dar-es-Salaam.





YOUNG SALTS—Sea Cadet sights through pelorus on *USS Hollister* (DD 788). *Below:* Sea Scouts man gun during visit to *USS Eldorado* (AGC 11).





SCOUTS tour *USS Charles Berry.*

Junio

NOT ALL OF TODAY'S youngsters envision themselves as astronauts. Many keep their feet on the ground—or in the water—while daydreaming of ships, sailing, life in the Navy, and the ways of the sea.

A natural interest of young men in the sea and seamanship is documented in American history and has been demonstrated through the years.

In the Revolutionary War era, teen-agers became famous as sea fighters and ship captains. Commodore William Bainbridge, for example, commanded a ship when he was 19 years of age.

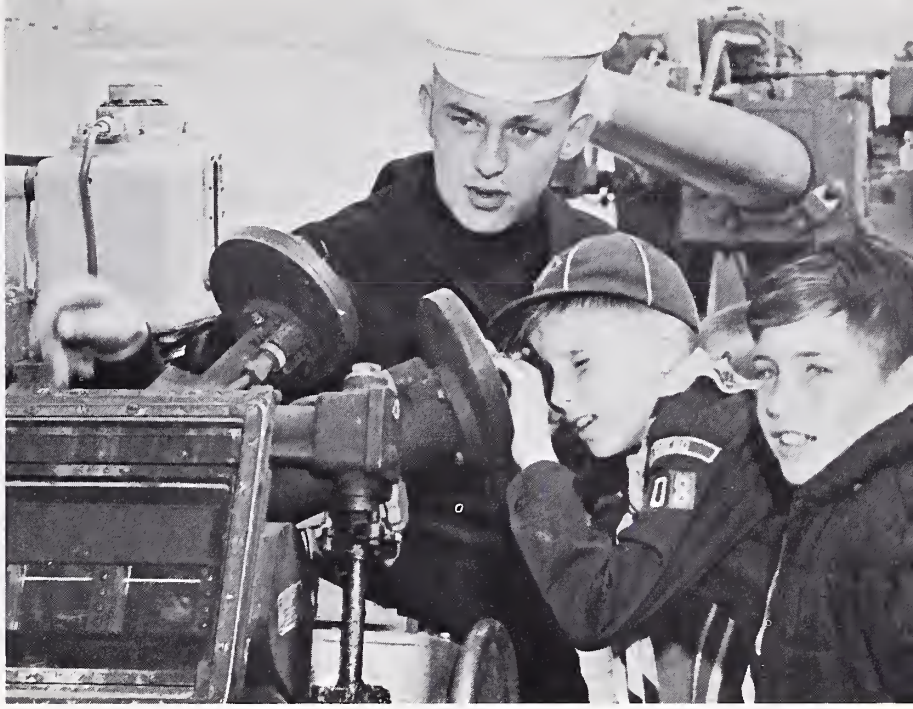
Today's Navy-minded youngsters don't skipper ships, but they do command attention. More youths participate in Navy-like activities than ever before.

Membership in various "junior Navy" programs sponsored at local and national levels by clubs, churches, PTAs and major national and world-wide youth organizations, is at an all-time high.

And, thanks to the cooperation of the Navy and individual Navymen, eager, enthusiastic juniors learn about the ways of the sea from professionals.

A working knowledge of junior Navy programs is not a requirement





SMALL FRY — Cub Scouts get the word on gun operation while guests aboard *USS Bon Homme Richard* (CVA 31).

Navymen Are Good Scouts

for most professional Navymen. However, your ship or station may be one of many commands that sponsor and support junior Navy activities.

You may be assigned guide, escort or explainer duties when the youngsters come on board for a visit.

Perhaps you have children who would like to participate in junior Navy activities.

Maybe you can help support your community by serving as a junior Navy leader.

JUNIOR NAVY programs available to 8 to 18-year-old boys and—shiver my timbers, girls—are numerous. Here's a brief description of the most popular:

Sea Explorers—The Sea Exploring program is an advanced phase of the Boy Scouts of America for boys 14 to 18 years old. The dream of every Sea Explorer is to be afloat, to cruise on some kind of ship, and to put into practice the seamanship he has learned as an Explorer Scout. Sea Explorers attend weekly meetings to learn about ships and the sea.

Mariner Girl Scouts—Members of the Girl Scouts of America can study the ways of the sea by enrolling in the specialty of Mariner Girl Scout, an advanced program for 14 to 18-year-olds. The Girl Mariners organization is similar to the boys' Sea Explorer program. Like the boys, Girl Mariners learn to handle small boats, read charts, plot a course, tie knots and, of course, swab decks. (For another outfit of interest to girls, see the box on Junior JANGOs, page 22.)

Sea Cadets—The Navy League of the United States administers two Sea Cadet programs for boys 12 to 18 years of age. One is the Navy League Sea Cadet Corps for boys 12 and 13. The other is the U. S. Naval Sea Cadets for boys 14 to 17. The Navy Department cooperates with the Navy League in both programs.

Sea Cadets are organized into local units they call ships, which meet weekly for classroom instruction at Naval Reserve Training Centers and Air Stations.

Sea Cadets have their own sailor-type uniforms, participate in drills, and go on summer cruises. Training is strictly voluntary, and membership does not obligate a cadet to a Navy career.

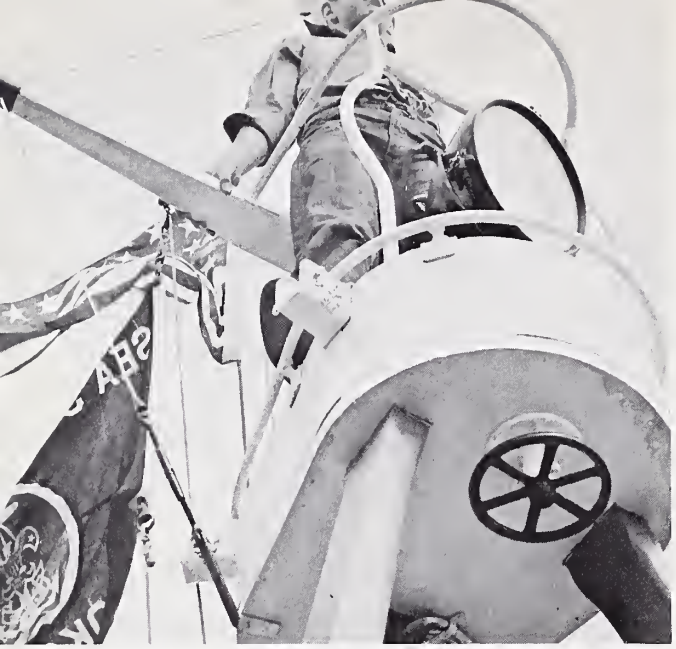
Shipmates—The Navy League also administers the Shipmate program for boys and girls between ages 12 and 18. Shipmate units are organized on a local level under League administration. Under the Shipmate procedure, Navymen can sponsor young people interested in Navy life by "adopting" them to explain various aspects of ships and a life at sea.

THE VARIOUS junior Navy programs provide instruction, facilities, and leadership for young men and women who have a special interest in the sea in general and ships in particular. Under these programs, youngsters can learn about life in the Navy, and may, on occasion, participate in group cruises on board Navy ships.

Most enjoy Navy food, but grumble at being awakened at reveille. All agree that "life in the Navy" is interesting, and fun.

The Navy encourages youngsters to further their knowledge of ships and the sea by welcoming them on board whenever possible. As evidenced by the following, "whenever possible" is frequent—and rewarding.

• USS *Oriskany* (CVA 34)—Last year more than 1000 scouts in the San Diego area were welcomed on board *Oriskany* for tours. Back in 1956, while *Oriskany* was in the yards at San Francisco, the Mariner Girl Scout troop of Alameda, Calif., was adopted as the carrier's namesake. Recently the CVA presented the *Oriskany Sea Mariners* with an old 26-foot motor launch the crew had made seaworthy and painted during their off-duty hours.





HIGH SPIRITS — Sea Scout takes watch aloft and *(rt.)* Naval Sea Cadet mans the wheel during cruise.

• USS *Lexington* (CVA 16)—This crew recently swapped sea stories with the young, energetic crew of NCS (Naval Cadet Ship) *Lexington* at Norfolk, Va. Formerly a Navy ARB (battle damage repair ship), the NCS is the training center of a Sea Cadet unit in Alexandria, Va. The boys embarked on board the bigger *Lex* for a cruise from Norfolk to Bayonne, N. J. *Lexington* has also been adopted as the name of a Sea Explorer unit in Dolton, Ill.

• USS *Intrepid* (CVS 11)—At Norfolk last summer, 40 Sea Explorer scouts boarded the ASW support carrier for an eight-day cruise; the scouts stood watches, practiced Navy knot-tying, line splicing, piloting, first aid, signaling and navigation, and ate chow with the crew. *Intrepid* is also the name of a converted 40-foot power boat the Navy presented to a group of San Francisco Sea Explorers in 1952.

• USS *Lake Champlain* (CVS 39)—Last January the *Champ* played host to 150 wide-eyed members of the Junior Naval Cadets of America at NAS Quonset Point, R. I.

• USS *Topeka* (CLG 8)—*Topeka* provided the name for the 33-member Girl Mariner unit of Long Beach, Calif. The Mariners boarded *Topeka* one day last March to celebrate their eighth anniversary in scouting, and their second anniversary as Senior Girl Scouts. In April, 14 girls of a Mariner Scout unit from Saratoga, Calif., toured *Topeka* at San Francisco.

• USS *Hollister* (DD 788)—A group of 32 Sea Cadets from Pomona, Calif., embarked on board the destroyer at Long Beach one day last April for a cruise in the vicinity of Santa Catalina Island. The destroyermen introduced the boys to some principles of seamanship, gunnery and operations, then let them steer the ship.

• USS *Cabrilla* (SS 288)—Cub Scout Pack 427 of Houston, Tex., had a memorable visit to *Cabrilla* one day early this year when the sub tied up in the Houston ship channel on a training visit.

• USS *Cape* (MSI 2)—The Pacific Mine Force inshore minesweeper has, for the past two years, sponsored the 22-member Mariner Scout troop of North Long Beach. The *Cape* crew members attend weekly Mariner meetings, present safety lectures and provide seamanship instruction.

• USS *Cove* (MSI 1)—Another Long Beach-based inshore minesweeper, *Cove* sponsors Mariner Scout Troop 342. The Mariner scouts make many visits to the ship.

The list of ships that welcome young visitors and sponsor and support youth ships, troops and other units goes on. Eleven young Brownie Girl Scouts from Coronado, Calif., toured USS *Somers* (DD 947) at San Diego one day recently while USS *Dixie* (AD 14) hosted 80 Civil Air Patrol cadets at another pier in the same harbor.

VIRTUALLY EVERY SHIP in the Navy is at one time or another a center of attraction for Navy-minded youngsters. And, so are bases and stations.

The Reserve Training Center at the Naval Base in Portsmouth, N. H., is the source of much Sea Scout activity. The center has gone all out in supporting Sea Scout Ship *Ranger* 311. Portsmouth-based Navymen instruct the Sea Scouts in visual communications, flaghoist, rules of the nautical road, boat handling and safety at sea. The Navy has provided the Sea Scout unit with a 12-man, 20-foot launch that swishes the boys around at 18-knot speeds. And, USS *Grouse* (MSCO 15,) a minesweeper used for training the local Naval Reserve unit, is often host to Portsmouth Sea Scouts for cruises up and down the coast.

At Great Lakes, Ill., last summer, 78 boys of the Eastern Sea Cadet Region participated in two weeks of training patterned after the type provided their older brothers in the Naval Reserve.

The Naval Station at Long Beach is another scout supporter. Last spring the station hosted the annual Mariner Girl Scout Jamboree for Los Angeles area troops. The girls displayed their nautical abilities in piloting, signaling, navigation and knot tying. They had practiced for the event all year.

Naval Base, Los Angeles, of which NavSta Long Beach is a component command, sponsors an Explorer Specialty Post for high school boys interested in service academy appointments. Field trips to investigate various aspects of military life in all the

services are on the Specialty Post's calendar of events.

At Davisville, R. I., the Atlantic Fleet Seabees sponsor the 90-member Seabee Cub Scout Pack Two, one of the largest Cub packs in the state. The pack's 11 committeemen are all naval personnel.

In recent months the Atlantic Seabee bastion formed a Boy Scout troop for dependents of CBLant staffers, Construction Battalion Center workers, and sons of Navymen assigned to the five Atlantic battalions, Radar Picket Squadron Two and ships homeported at Davisville.

At Coronado, more than 1000 Sea Explorers were the guests of the Amphibious Base for a three-day rendezvous, during which the youngsters demonstrated what they had learned during the past year. To the surprise of seasoned Navymen, the teen-age boys proved to be most adept at pulling oars and rigging sails. The boys competed in rowing, signaling, knot tying, canoeing and line handling.

At NAS North Island one day last January, San Diego's Air Explorer Squadron 15 contacted Navy officials when it had been announced that a Navy seaplane was missing in the Pacific. The Explorers offered their services in searching for the plane. One 14-year-old said he and his fellow scouts would be happy to go on search missions and act as lookouts, or "even just serve coffee to the pilots."



CHOW NOW—Sea Explorer Scouts ready for meal aboard *USS Intrepid.*

THE LIST OF enthusiastic young people goes on. During one recent fiscal year, the Boy Scouts of America said 105,000 members went on tours of various Navy shore activities, and 49,377 paid visits on board Navy ships.

During that year more than 10,000 Explorer Scouts were embarked in ships for short training cruises which provided them valuable experience at sea.

Orientation flights on board Navy aircraft were provided for 3000 Explorers at air stations throughout the country.

More than 33,000 Scouts utilized Navy training and educational facilities, while 18,593 participated in encampments at various Naval Stations.

Navy-minded young folks are not without competent leadership. Many programs are sponsored and led by Navymen who devote much of their off-duty time to youth work, providing a pat on the back and a little encouragement for the youngsters.

In Scouting alone, more than 2500 Navymen participate as leaders in their communities at home and at overseas bases.

In the Long Beach area, for example, Cub Pack 30 is led by Thomas M. Kirkman, BMC, and sponsored by the Garfield School PTA. The Assistant Cub Master is Merle Melling, RDC. Both chiefs are attached to a Scout-conscious command—the Long Beach CruDes Support Group. More than 20 per cent of the command's enlisted men, and many of their wives, serve as Scout leaders. (Cub Master Kirkman's entire family is involved in Scouting. His wife is a Den Mother; their three children are scouts.)

Another scout leader is Robert F. McConnell, QMC, of the Naval Base at Portsmouth. In addition to his Navy duties as an instructor at the Naval Reserve Training Center, Bob has worked hard as the Assistant District Commissioner of the Round Table for Leadership, Boy Scouts of America, and as a committeeman of Sea Scout Ship *Ranger* 311.

Frederick B. Walker, BMC, of NTC Great Lakes, and Allen Sutterfield, MACM, of Washington, D. C., are among the other Navymen who

SEA-MINDED, TOO — Boys have no exclusive on salty clubs. Here, Mariner Scouts visit MSTS namesake.







EAGER STUDENTS — Scouts of Sea Scout Ship *Ranger* receive nautical instructions at NRTC, Portsmouth, N. H.

have taken the time to serve their communities as scout leaders.

NAVY COOPERATION with major youth programs is clearly encouraged in official directives. SecNav Inst. 5760.6B encourages the voluntary participation of Navymen in programs sponsored by the Boy Scouts of America, particularly the Sea Explorer service.

Cooperation with the Sea Cadet Corps, as recommended in SecNav Inst. 5760.8A, authorizes the use of Naval Reserve Training facilities, training aids and other equipment.

Planning, liaison, and cooperation with the various youth programs is largely the responsibility of individual commands.

Youth contact programs administered on an official, Navy-wide basis include the Science Cruiser Program for sophomores, juniors and seniors in high school. A Science Cruise consists of a four-day tour of scientific installations ashore, and one day at sea. To participate, students prepare scientific exhibits which are judged by a panel of Navy scientists. Winners receive the five-day Science Cruise.

Basically, the Science Cruiser program is an expression of the Navy's attempts to encourage the nation's youth to develop a more active interest in science. The program, in turn, gives students an opportunity to see first-hand some recently developed scientific devices at numerous installations.

ANOTHER MAJOR Navy-wide contact with juniors is the Military Sea Transportation Service's program of summer cruises for Sea Explorers. Arrangements are made for the scouts to board MSTS ships for cruises to such areas as Hawaii, Europe, Alaska, the Far East and the Caribbean.

The boys and scout leaders pay a fee for personal maintenance, and travel under the same conditions as military troops. The youngsters follow a shipboard training schedule of daily lectures, training films and guided tours. They stand watches on the bridge and in engineering spaces. (Bridge watches are the most popular—the boys have a chance to steer the ship under close supervision.) Among the duties the boys must perform is the cleaning of their own living compartments and recreation areas.

Navy-minded youngsters who live too far inland to participate in ship-visiting excursions make do with what they have to demonstrate their seamanship. Sea Explorers, Sea Cadets and Girl Mariners can always find some way to engage in waterborne activities.

Several years ago, one story (reportedly true) goes, a member of the National Explorer Committee was motoring across Nebraska. In the midst of a prairie he came upon a group of Sea Explorers on the edge of a parched, dusty, shallow bowl. The boys were unloading two small sailboats from a trailer. A mess detail was preparing Navy beans and brown bread.

"I like your spirit," the committeeman complimented the boys. "It's too bad you have no water."

"Water?" piped a sun-burned 15-year-old. "Look astern, sir. See those black clouds over those hills? It's raining up there. The creeks are filling up, and in an hour this bowl will be a two-mile lake. If we're lucky, it won't dry up till the day after tomorrow."

Such is the spirit of youngsters, particularly land-locked junior Navymen who like ships and the sea.

—Dan Kasperick, JO1, USN.

JANGO Bears a Hand

Some youngsters maintain a variety of work-and-fun-type contacts with the Navy. Many literally roll up their sleeves and go to work as volunteer helpers in Navy Relief, Red Cross, and service canteen efforts.

In Washington, D. C., for example, the Junior Army Navy Guild Organization (JANGO) plans and coordinates worthwhile projects for daughters of servicemen.

Since the beginning of World War II, Junior JANGOs have been engaged in charitable activities, such as operating thrift shops and raising funds for needy families.

Many young girls have received nurse's aid training under JANGO sponsorship—volunteering for after-school work in hospitals. JANGO is an organization of wives, daughters, and granddaughters of commissioned service personnel.



Carrier Landings by TV

NAVY PILOTS probably don't smile when they come in for a landing, but perhaps they should. Sometimes they're on TV.

The Navy has begun monitoring landings on board some carriers through the use of closed-circuit television; recording them for later study on video tape. The system is called PLAT-TV (for Pilot/LSO Landing Aid Television).

It has eliminated the "Vultures' Roost" where earlier pilots watched the landings of others to improve their own technique.

It also eliminates the delay in having recorded landings available for study. Motion picture films were often not ready for hours, and sometimes days, after landings were made. This method was also more expensive.

Video tape, on the other hand, is ready for viewing immediately and costs less.

The importance of a pilot knowing how he landed his plane is better understood when it is noted that a Navy jet is traveling about 130 miles an hour when it hits the arresting cable. It continues a short distance before it comes to a complete stop (run out of the arresting gear is 320 feet).

Some people call this a precision landing. Others call it a controlled crash.

To record the landings, two television cameras, operated by remote control, are mounted under the angled deck's center line.

A view of the entire flight deck is available to the operator of a third camera five decks above.

This operator follows the aircraft from the time it touches down until it stops. At this point, he zooms in to record the plane's number then follows the arresting cable back to its normal position.

A smaller camera is located in the system's control room. It is mounted in front of an instrument panel which shows wind velocity, date and time, aircraft speed (obtained by radar) and a wave-off signal indicator.

This information is automatically recorded and appears at the top of the picture on all monitors.

The rest of the picture shows the aircraft in relation to horizontal and vertical cross hairs etched on the camera's tube face.

The horizontal line is calibrated along the correct approach path for aircraft landing, while the vertical line coincides with the center line of the angled deck.

In USS *Constellation* (CVA 64) all six ready rooms and air operations have television receivers. The landing signal officer (LSO) has one on his platform at the edge of the flight deck and the commanding officer has one on the bridge.

During landing operations, the LSO assists pilots by giving them approach directions. He makes notes and, with the assistance of video tape, can point out errors in landing techniques at briefing sessions.

Top to Bottom: (1) J. B. Hite, IC3, operates PLAT director. (2) Cameraman S. G. Peple, AN, follows launching with camera. (3) TV picture shows *Skyhawk* about to land on USS *Constellation* (CVA 64). (4) Pilots watch their video tapes in ready room.







LETTERS TO THE EDITOR

Transfer for Separation

SIR: I believe I read in ALL HANDS some time last year that a person stationed overseas who was being transferred back to the states for retirement could, at the discretion of his commanding officer, be transferred up to 45 days early. This, I believe, was done to provide the man with an opportunity to scout for a job and a place to live before becoming a civilian.

BuPers Manual states that the transfer may take place 10 days before the retirement date.

Which is correct? — D. D. H., YN1, USN

• *Before 1 Sep 1962 the Chief of Naval Personnel did permit enlisted personnel who had an approved application for transfer to the Fleet Reserve to be transferred to a separation activity of their choice up to 45 days early. This was permitted solely for the personal convenience of the individual.*

The Comptroller General, however, ruled that such transfers, under permissive orders, invalidated all claims for travel allowance, shipment of household effects and dislocation allowance. This was based on the fact that these personnel had not fulfilled the criteria set forth in directive type orders.

BuPers Inst. 1900.1C states, in part, that unless otherwise directed by the Chief of Naval Personnel, individuals "will be transferred to the appropriate (separation) activity nearest their duty station or port of debarkation."

When a man was granted permissive orders to report to a separation activity of his choice, he was not being directed to do so by the Chief of Naval Personnel, but merely receiving permission to do so if he wished.

Therefore, to protect the individual and insure that he remains eligible for his entitlements, the Chief of Naval Personnel no longer authorizes early transfers to a selected separation activity. All transfers for Fleet Reserve purposes are executed in accordance with "BuPers Manual," Art. C-10201, which states that personnel shall be transferred for separation in sufficient time to allow for completion of travel to place of separation, plus an additional seven days for processing. — ED.

Guns on Subs

SIR: During a recent discussion about naval guns, I had a disagreement with two of my shipmates. I claim that there was once a submarine which carried a six-inch gun. If my memory serves me correctly, she was a pre-World War II boat, and the six-incher was mounted on her stern. Can you tell me if this is right and if so, give me the name of the sub? — J. B., TM1, USN.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D.C.

• *You're right three times. "Ships' Data U. S. Naval Vessels," 1938, lists three submarines which mounted two six-inch/53-caliber guns each. The names of the ships and the dates the guns were installed are as follows:* USS Argonaut *(SM 1) 1928;* Narwhal *(SS 167) 1930;* Nautilus *(SS 168) 1930.*—ED.

New Steward Rating Badge

SIR: In April 1963 I suggested a new rating insignia for U. S. Navy stewards, consisting of an oak leaf with key.

I was told that an insignia was approved by the uniform board. If this is true, when will it be authorized?—W. H. H., SDC, USN.

• *A new specialty mark for the steward rating has been recommended by the Permanent Naval Uniform Board and approved by the Secretary of the Navy. The design is an outline of an open book containing an overlay of a crossed key and wheat spike. The new insignia will not be authorized for wear until it is distributed through the supply system, and the effective date will be announced by a BuPers directive.*



Over 300 stewards were informally contacted during research to adopt a new design. Many submitted designs suggesting the book, key, quill and wheat spike in various combinations. The approved design was a composite of many of those submitted.

Even though your design was not adopted, your suggestion, as well as the many others received, was very much appreciated since it helped to determine the desires of men in the steward rating.

The new specialty mark symbolizes the duties most commonly performed by stewards in the areas of storekeeping, food handling and bookkeeping.—ED.

Copper-hulled Ships

SIR: A centerspread called *Oddball Ships* appeared in the January 1963 issue of ALL HANDS. In one paragraph it was stated that the drill of Bushnell's *Turtle* could not penetrate the copper hull of the British flagship during the famous Revolutionary War submarine attack by volunteer Sergeant Ezra Lee.

I recall reading somewhere that this attack was foiled, not by the copper bottom of HMS *Eagle,* but by a heavy mixture of coal tar and fiber that was standard on the bottoms of British men-of-war of that day. I believe it was to be something like four more years before the British used copper on their ship bottoms.

Would you please clarify this point? —C. Y., LCDR, USNR.

• *Dr. Howard I. Chappelle, authority on sailing ships in the Smithsonian Institution, informs us that copper sheathing made its first appearance in the British Navy on the frigate* Alarm *in 1764, 12 years before the Revolutionary War. The sheathing was so successful that within little more than two years, general use began on warships of the British Fleet. Although many authorities speak of* Eagle's *copper hull there is, of course, no way of knowing that she was copper-sheathed at the time of the attack by Bushnell's submarine* Turtle, *or that the auger of the torpedo was fouled by the sheathing.*

We find no indication of common use of a coal tar and fiber mixture on bottoms of British warships of that day. Pine tar was in use, but the most common mixture found in British shipyard docking records is a whitewash mixture of lime and tallow which discouraged marine growth and made the hull slightly less resistant when passing through the water.

It is possible that HMS Eagle *had*

enough marine growth on her bottom to impede the progress of the torpedo auger. With the tiny submarine in a state of submerged flotation balance, there would naturally be minimum pressure brought to bear on the auger lead screw, and thus a very slight obstruction might have prevented its penetration of the hull.—ED.

Separation Overseas

SIR: I am an officer in the Regular Navy anticipating separation from active duty while my ship is in the Mediterranean.

According to the *BuPers Manual*, I may be released in Europe for purposes of travel if I submit a request to that effect containing a statement that permission has been obtained from the governments of the countries in question.

My problem is how to obtain this permission. Will a simple statement from the foreign Consulate General in New York City suffice or should I formally request permission of the foreign governments in question?

I would also like to know whether I am entitled to transportation to the United States from Europe at government expense. — P. E. M., LTJG, USN.

• *You do have to obtain a foreign government's permission to travel in its country after an overseas separation.*

To get information on how and to whom to apply for permission, you should consult the Naval Attache, U. S. Embassy, of the countries in which you wish to travel.

You are entitled to transportation to the United States at government expense provided you return within a year of your separation. — ED.

Administrative Advancements

SIR: A question has arisen at this command concerning the administrative advancement status of enlisted men who have become temporary officers.

May an E-6 or E-7 (acting) be advanced to E-7 (permanent) upon being commissioned to the grade of ensign or lieutenant junior grade (temporary)? — W. L. K., YN2, USN.

• *Yes, he may. BuPers Inst. P-1430.-7D, the pertinent directive for this situation, provides for administrative advancement from E-6 to E-7 (acting) after promotion to temporary commissioned status. Temporary officers may have their permanent enlisted status changed from CPO (acting) to permanent when they meet the service in pay grade requirements—three years.*

As an example, let's say that an E-6, promoted to ensign (LDO) on 1 Jan 1961 had been an E-6 since 16 May 1958. Therefore, he fulfilled the service in pay grade requirements for advancement to E-7 (three years) on 16 May 1961 and was advanced to E-7 (acting) on that date. A recommendation for change of status to permanent E-7 should be submitted to BuPers in time to effect the permanent status on 16 May 1964. — ED.



GOOD GROUP — Robt. Miller, RD2, paints "E" for excellence in operations on USS Maddox (DD 731) as men of Operations Dept. watch.

No Patches for AUWs

SIR: I'm serving on board a carrier in the Weapons Division of the Gunnery Department. The division likes to be called an Advanced Underseas Weapons Group.

One of the first things new men have done after checking into the division has been to sew an Advanced Underseas Weaponsman patch on their uniforms, no matter how little training in this field they may have had. Rates represented in the division are TM, GM and MN.

I have been told by several commands that the patch is outdated and should not be worn. Others say as long as you're in the Advanced Underseas Weapons program you are allowed to wear one.

What's the straight scoop? Also, how long have these patches been in use? — A. J. K., TM2, USN.

• *The Advanced Underseas Weaponsman designation was established in 1948. An appropriate distinguishing mark, or sleeve patch, was authorized in February 1949.*

Now, however, the sleeve patch is not authorized for wear, owing to cancellation of the qualifications for AUW.

Change One to the current edition of "Uniform Regulations" has deleted the AUW badge from the list of authorized distinguishing marks. — ED.

O'Brien *Is A Tough One*

SIR: I had the pleasure of seeing a copy of ALL HANDS Magazine recently and was most interested in a history of a Navy ship which you mentioned.

During World War II, I served in USS *O'Brien* (DD 725). I left her in 1945 and have often wondered what became of her.

Could you tell me if she is still in the Fleet? — E. G., Milwaukee, Wis.

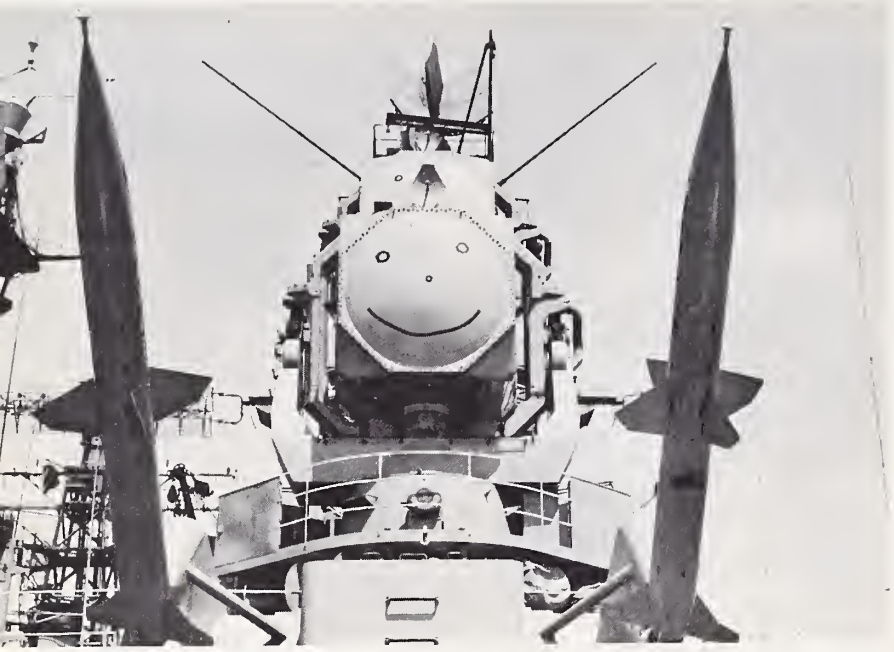
• *You picked yourself quite a ship in which to serve. You didn't say when in 1945 you left* O'Brien *but we assume it was when she reached Mare Island for permanent repairs after a Japanese kamikaze attack off Okinawa.*

O'Brien *was repaired at Mare Island. However, a directive of May 1947 placed her out of commission in reserve attached to the Pacific Reserve Fleet.*

O'Brien *was a comparative late-comer*

A GOOD GROUP — Members of a Wave drill team, dressed in white uniforms with fourrageres, look sharp as they stand by for an inspection.





AFTER SCORING three hits on drone in as many attempts, USS Springfield's (CLG 7) Fox Division put a smile on their missile director.

to the war, being commissioned on 25 Feb 1944 but she was in the thick of battle with her first combat assignment—shepherding a fleet of 50 large infantry landing ships into Omaha Beach on D-Day.

Later, O'Brien *was well inshore and slamming away at German shore batteries while* USS Texas *(BB 35) was farther offshore lobbing her 14-inch shells over* O'Brien *into Cherbourg.*

Before long, the Nazi's long rifles which had been concentrating on other targets centered their attention on O'Brien.

Although the destroyer dodged and maneuvered, it was only a matter of time before O'Brien *was straddled and a German shell hit the after part of the bridge.*

In spite of damage, O'Brien *kept up her fire about three and one-half hours and furnished a smoke screen for* Texas *which had been hit, probably saving the battlewagon from more injury from shore.*

O'Brien *went to England for temporary repairs then returned to the United States for major repairs.*

Later she joined the Third Fleet in carrier strikes against Luzon in connection with the Leyte landing operations.

At Ormoc Bay on 7 Dec 1944, O'Brien *came under heavy attack by suicide planes which severely damaged* USS Ward *(APD 16).* O'Brien's *crew helped* Ward's *men fight her fires and engaged in rescue operations, but the fires were out of control and* Ward *was eventually sunk by salvos from* O'Brien's *guns.*

In December 1944, O'Brien *participated in the invasion of Mindoro which, to battle-wise* O'Brien *men, was considered very calm.*

After Mindoro, O'Brien *joined in the pre-invasion bombardment in the Lingayen Gulf. It was here, while she was escorting minesweepers and demolition teams in small boats around the gulf, that* O'Brien *came under a terrific Japanese suicide attack and was hit in her port side by a single engine plane which exploded, opening up a large hole in the destroyer's side.*

Damage control parties stuffed mattresses and odd bits of lumber against the gaping hole and kept O'Brien *on the job until invasion troops took over two days later. Only then did* O'Brien *return to Leyte for temporary repairs.*

After a couple of repair jobs, O'Brien *was again in the thick of things joining a carrier group for the first raid on Tokyo. This time she approached to within 90 miles of the Japanese capital while on picket duty far ahead of the rest of the Fleet.*

O'Brien *then divided her time between Tokyo raids and action against Iwo Jima and Okinawa. It was on 27 Mar 1945 that a Japanese suicide plane skimmed out of Okinawa's low clouds and hit* O'Brien *just aft of the bridge, exploding a magazine. Twenty-eight men were killed outright, 22 were missing and more than 100 were injured.*

Outstanding examples of devotion to duty under extremely adverse conditions helped O'Brien *survive and, after receiving temporary repairs at an advance base, she returned to Mare Island where the extent of her damage can be judged by the 298,000-plus manhours it took to make her ready for Fleet duty again.*

O'Brien *came out of mothballs in 1950 for the Korean fighting and earned five battle stars in that conflict. She is still active with the Pacific Fleet.*—ED.

Ship's Bell and Fog Signals

SIR: The 16th Edition of *The Bluejackets' Manual* states on page 300 that "The bell is struck the same number of times as the last number of the hull number of the ship after each sounding on the fog signal at anchor."

The question now arises: What do you do when the hull number ends with zero? The specific hull number I have in mind is 670.—W. E. B., YN2, USN.

• *The practice of striking the ship's bell after each sounding of the fog signal at anchor, to indicate the ship's identity, is frequently used to assist small boats in locating their mother ship.*

The hull number 670 would be indicated by the sounding of 10 strokes on the bell to indicate the last digit, zero. In the event there were two ships anchored in close proximity having hull numbers ending with the same digit, the last two digits of their respective hull numbers would be sounded to preclude confusion. The taps for the hull number is for Navy convenience.—ED.

Rendering the Salute

SIR: Page 112 of the training course, *Basic Military Requirements* (NavPers 10054-A), while discussing when to salute, says ". . . if you (an enlisted man) are walking with an officer and an enlisted man approaches and salutes the officer, you also return the salute when the officer does so."

Since this course is an authoritative document and a required course for all enlisted personnel, I would like to know if the above is correct and a part of traditional naval etiquette?

I believe that the actions indicated by this statement are not and have not been carried out by enlisted men of the Navy and further, that for them to do so would be of questionable value to the naval service. — G. F. P., ENCM, USN

• *The text is correct. This question has been raised before by other readers, so—in an effort to answer it once and for all—an inquiry was made directly to an outstanding source of knowledge regarding naval customs and traditions, VADM Leland P. Lovette,* USN *(Ret). Admiral Lovette concurred with the propriety of the practice, and stated that it had been carried out in some commands, particularly training commands, as early as World War I.*

Keep in mind that the salute is a gesture of mutual respect and a sign of comradeship and courtesy among serv-

Pink, White and Blue

SIR: I understand there is a U. S. Navy ship in commission and active in the Caribbean which is painted white. It is not a hospital ship nor a Coast Guard ship.

If my memory serves me correctly, ALL HANDS ran a pictorial story on the subject some time ago but I was unable to find it.

Would you please give me its name and hull number? Also please tell me what the ship's duties are and if there are other U. S. Navy ships painted white.—E.E.M., RM2, USN.

• *Your memory serves you correctly.* ALL HANDS *did run a story on ships painted white. It appeared in the March 1960 issue under the title "Sailing in the Middle East."*

The ships, all seaplane tenders, are USS Duxbury Bay *(AVP 38),* Greenwich Bay *(AVP 41) and* Valcour *(AVP 55) which rotate as flagship for* COMIDEASTFOR.

Although they sometimes undergo training at Guantanamo before assignment, or pass through the Caribbean en route to someplace else, their beat is the Persian Gulf area, which is probably one of the hottest places in the world.

Needless to say, the white paint job reduces heat absorption.

If the thought of a white ship leaves you somewhat aghast, you ought to meditate a while on blue and pink ships which were the subject of a letter to the editor appearing in the October 1960 issue of ALL HANDS. *It makes a fine sea story and incidentally a true one.*

It seems that during World War II USS Winslow *(DD 359) put into Boston Harbor at just the right time to become a guinea pig for a blue paint job. BuShips thought it might prove superior as camouflage to the conventional gray.*

What with one thing and another, the blue paint job didn't wear well, and Winslow *was sporting a not-so-hot exterior appearance when she put in at Capetown, South Africa, sometime later.*

New paint was almost a must, but the shocker came when the captain discovered the only color available was pink.

After much soul searching, he came to the conclusion that pink was better than what he had, so ordered the ship painted pink.

It wasn't long before Winslow *was ordered to rendezvous with the rest of the South Atlantic Force and set to sea in her pink paint.*

VADM Jonas H. Ingram, Force Commander, was embarked in his flagship, the light cruiser Memphis *(CL 13) and was on the bridge the early morning* Winslow *joined the other ships.*

While the admiral could see the more conventionally hued ships approach, he could not see Winslow *until she was within a few thousand yards of him.*

Winslow, *it seems, was almost completely invisible in the pinkish haze which occurred frequently in the force's operating area.*

The admiral was so impressed with Winslow's *comparative invisibility that he ordered all the ships in his force painted pink.*

The moral of all this is, we suppose, to each his own.—ED.

ice personnel. As such, conditions under which salutes are rendered and returned should be given liberal interpretation.—ED.

Big, Bigger, Biggest

SIR: The caption on the picture of a floating crane on page 14 of the April 1963 issue has caused quite a controversy at the Naval Shipyard, Long Beach, Calif. The caption reads, "NSC (Pearl Harbor) has largest floating crane in Pacific."

What about the granddaddy-of-them-all floating crane at Long Beach? — B. A. G., GMT1, USN.

• *Our Editor in Charge of Qualifying Captions to Prove* ALL HANDS *Correct informs us that Pearl Harbor is* in *the Pacific, whereas Long Beach is* in *the continental limits of the U. S. He was unable, however, to explain why the caption read "NSC" (Naval Supply Center), instead of Naval Shipyard—though he tried to squeeze through with the limp explanation that both activities are within the confines of the same naval base.*

The crane in the photograph is YD 82. It has a maximum lifting capacity of 50 light tons using a maximum boom radius of 95 feet. Its pontoon structure measures 105 feet by 70 feet, and it has a draft of 12 feet. It was built in 1943. It is not *Pearl's biggest crane.*

The largest floating crane at Pearl Harbor is the one at the naval shipyard, designated YD 121, which has a lifting capacity of 125 light tons using a boom radius of 100 feet. Her pontoons measure 140 feet by 81 feet and draw 16 feet of water. She was built in 1947.

Our caption did not mention the fact that YD 121 has a sister crane (YD 120) with the same dimensions, attached to COMNAVMARIANAS, *Guam.*

The largest floating crane at Long Beach, designated YD 171, is considered to be the largest floating crane in the world. It can lift 345 light tons at a 113-foot boom radius. Her beam of 109 feet presented somewhat of a problem to the Navy when she was brought through the Panama Canal, because the lock width is 110 feet. YD 171 was built in Germany in 1941 and was acquired by the U. S. in 1946 under the tripartite agreement on reparations. Her pontoons measure 206 feet by 109 feet, and she draws 17 feet of water. — ED.

Mount Captain's Insignia

SIR: Is a gunner's mate who is a mount captain eligible to wear the

NEW LOOK ON AD — *USS Tidewater* (AD 31), shown cruising by Morro Castle, sports new helicopter platform that was added during overhaul.





BIG BROTHER — A-4 *Skyhawk* fires new *Bullpup B*, which has a greater range and punch than one now in operation.

mount captain's distinguishing mark on his uniform? I have been captain of a 3-inch/50 caliber mount for two years.

Also, I would like to know if a gold rating badge and hash marks must be worn on the undress blue jumper, providing, of course, the person is eligible for them?—W. C. S., GM2, USN.

• *Sorry to disappoint you, but as a gunner's mate, you are not authorized to wear the mount captain distinguishing mark. According to Article C-7506 of the "BuPers Manual," gunner's mates and medical and dental ratings are not eligible for this insignia.*

A recent change to "Uniform Regulations," which will be announced in the near future, has done away with the requirement for wearing gold service stripes and rating badges on undress blue jumpers. Men who are eligible will continue to wear gold service stripes on the dress blue jumper, but will wear the blue rating badge (scarlet chevrons) on the undress blue jumper.—ED.

Barber Shop Regs

SIR: A Navy barber's examination I took recently had a question which I am not sure I answered right. The question was: Can a ship's serviceman (barber) give haircuts to civilians (retired or dependent) in a Navy Exchange barber shop at which the man is stationed?

There has been quite a bit of discussion around here about whether we are supposed to give civilians haircuts. — J. B. R., SH2, USN

• *The barber shop is a part of the Navy Exchange, and all authorized patrons are entitled to its services. Navy Exchange regulations say that certain dependents and retired personnel are authorized patrons and, as such, are entitled to the services established by local authority.*

Authorized patrons are identified by official identification cards.

Regulations governing this point are in the "Navy Exchange Manual," paragraph 2412. — ED.

Still More on Clamagore

SIR: I was pleased to see *Clamagore* stick up for the correct spelling of her name in the January 1963 issue of ALL HANDS. *The Three Faces of Clamagore* in the February issue was also interesting reading. Here is a possible *fourth* face of *Clamagore*.

In my normal career pattern as a naval aviator I have had little direct association with submarines. I do, however, claim the dubious distinction of having served as perhaps the only air group commander in USS *Clamagore* (SS 343).

While serving on board USS *Forrestal* (CVA 59) in the summer of 1960, I managed to wangle a "visiting fireman" berth in *Clamagore* for a two-day transit of our task group from Genoa to Barcelona. (This might be classed as a part of the people-to-people program, but mostly it was in "retaliation" for *Forrestal's* hosting two *Clamagore* officers in that carrier. These officers, planning to be on board *Forrestal* only a few days, spent two weeks as our guests after *Clamagore*, one dark night, left Naples on a special mission.)

I reported on board *Clamagore* the night before the task group was scheduled to sortie from Genoa. *Clamagore* was to play the role of the enemy, opposing the sortie. However, a last-minute change of plan occurred. An Italian TV concern had requested permission from COMSIXTHFLT to photograph an American submarine. *Clamagore* was elected, and her departure from Genoa was delayed until after the rest of the task group had left. Then, within minutes of *Clamagore's* departure to rejoin the group, a CPO arrived with a draft of 85 men for *Forrestal*. Tired and hungry, the men had just arrived by train from Naples—too late to catch their ship.

Without batting an eye, the executive officer hustled them on board. The reaction of the Chief of the Boat, faced with a more than 50 per cent increase in the size of the crew, was equally casual. I was impressed with *Clamagore's* cheerful acceptance of this sudden onslaught of visiting relatives.

With an attitude in which the silent service can take pride, *Clamagore* made sleeping and chain-feeding arrangements to accommodate the 85 guests. My "orders" were rapidly modified to include collateral duty as air group commander, weight and balance officer, and

NEW FISH — *Polaris*-toting submarine, USS *Lafayette* (SSBN 616) leaves a white wake in Atlantic waters as she cruises during builder's trials.



several other tongue-in-cheek functions. And away we went.

The guests were organized into teams for eating, sleeping, training and recreation. The training consisted of eight practice dives, with the guest teams observing procedures from key control points in the boat, and informal lectures were given on the operation of various items of equipment. For recreation, the captain stopped the boat in mid-Med, life lines were rigged, the shark-shooter watch was posted, and we all went swimming. On the morning of the opposed entry into Barcelona, *Clamagore* was again the "enemy." Periscope in hand, I had the privilege of "sinking" my own ship.

To this day, there's a warm spot in my heart for *Clamagore*—for the pleasure of the cruise, for the distinction of being an honorary lifetime member of her crew, and for the way she demonstrated that the Navy takes care of its own.

So come on, everybody—let's quit calling her *Clagamore*. — W. F. Foster, LCDR, USN

• *A very good sea story. And notice that* Clamagore *is spelled correctly in this issue, LT Finster.*—ED.

Rearming Early DDs

SIR: In your reply to C. F. Allen's letter about the armament of six old four-stacker DD's (ALL HANDS, March 1963), you stated that the 5-inch guns on USS *Hatfield* (DD 231), *Brooks* (DD 232), *Gilmer* (DD 233), *Fox* (DD 234) and *Kane* (DD 235) were replaced with the 3-inch/50-caliber variety. I don't claim to know more than the BuShips experts, but if my memory serves me correctly, *Fox* had four 4-inch guns for her main armament, and I believe the same thing goes for *Hatfield*.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• USS *Barb* (SS 220)—The reunion date has been changed to 16, 17 and 18 August, at Pascagoula, Miss. For details, write to RADM E. B. Fluckey, USN, 1326 Barger Drive, Falls Church, Va.

• USS *Bowditch* (ex-AG 30, later AGS 4)—A reunion is scheduled for 1 October at Portsmouth, Va. For information, write to LTJG H. F. B. Delamorton, USN, U. S. Naval Communication Station, Norfolk 11, Va.

• *Great White Fleet*—The annual reunion for those who cruised with the Great White Fleet will be held at the U. S. Grant Hotel, San Diego, Calif. For details, write to Harry S. Morris, TMC, USN, 5070 Marlborough Drive, San Diego 16, Calif.

• *LCI(L) Flotilla II*—The next reunion for World War II shipmates will be held in Boston, Mass. For further information, write to Paul Carter, 804 4th Ave., Iowa City, Iowa.

• USS *New Mexico* (BB 40)—The sixth annual reunion will be held in San Diego, Calif., on 31 August. Write to Joe Allegretti, 744 E. Delmar, Orange, Calif.

• *VPB* 110—A reunion of Heavy Bomber Squadron 110 (VPB 110) is being planned for the week end of 6-8 September in Washington, D. C. Former members are requested to write to RADM James R. Reedy, USN, Commander Task Force 43, Building D, Sixth and Independence Ave., SW, Washington 25, D. C. for details.

Also, *Fox* and *Hatfield* were not reclassed as fast transports (APD) as far as I can recall. *Hatfield* was reclassed as an AG in 1944, and in the same year I happened to be at the Bremerton Navy Yard when *Fox* was converted to AG 85. The following year I was in Norfolk when *Fox* was decommissioned according to my recollections.

I don't know what became of *Hatfield* but I imagine she, like *Fox*, went the way of all ships.—D. Crawford, ex-BM2, USN.

• *Your letter prompted a further check into this subject, this time with the Naval History Division. When first commissioned in 1920,* Fox *was armed, as stated, with four 5-inch and one 3-inch guns, but during World War II she carried four 4-inch/50 caliber and one 3-inch/23 caliber guns.*

The ship's history verifies that Fox *was converted from DD 234 to AG 85 at the Puget Sound Navy Yard in October 1944. She was decommissioned 29 Nov 1945 at Norfolk.*

Hatfield *was reclassified from a DD to a miscellaneous auxiliary (AG 84) in September 1944 for use as a target-towing ship, decommissioned at Bremerton on 13 Dec 1946 and sold for scrap in May 1947.*

As for the other three ships, we were correct about their conversion to APDs. Brooks *became APD 10,* Gilmer *APD 11 and* Kane *APD 18. As you state, their primary armament in World War II was three 3-inch/50 caliber guns. Each also carried two 40-mm single AA mounts.*—ED.







HIGH STYLE — *USS High Point* (PCH 1) sails on foils. *Rt: Fresh-1* tests experimental high speed foils.

This Is PCH-1, Hydrofoil ASW Ship

THE UNITED STATES Navy's newest antisubmarine warfare vessel, *High Point* (PCH 1), recently "flew" on the waters of Puget Sound, Wash., in a trial run before admiring eyes of the Fleet and the rest of the world.

High Point is the first operational-type hydrofoil ship to be built for the U. S. Navy (See ALL HANDS, October 1960). Over-all length of the vessel is 115 feet, her beam is 31 feet and her full load displacement is 110 tons.

Designed to exceed 40 knots, the new vessel has two modes of travel —that of a conventional ship, on the hull; and flying on her foils with the hull clear of the water.

The trial was one in a series of exhaustive tests to investigate an antisubmarine warfare system which may counter some of the advantages gained by the new, highly maneuverable submarines.

Designed by the Bureau of Ships and built at Tacoma, Wash., *High Point* was launched on 17 Aug 1962.

A hydrofoil is a boat with underwater wings. The wings are connected to the hull by struts. As the craft moves forward, the foils generate lift forces in the same manner as an airplane's wing. As a result, the boat's hull is lifted clear of the water, resistance is reduced and speed is increased

Two general types of foil systems are used for hydrofoils—surface-piercing and submerged. In the surface-piercing system (the most common) part of the foil system extends above the water surface. Since the amount of foil which is submerged tends to remain constant, the system has built-in righting forces which keep the craft upright. It also means that the system has built-in wave-following tendencies, which will produce a rough ride in high seas.

The other type is a flat foil system in which the foils operate wholly submerged below waves and rough water. The righting forces inherent in the other system must be provided by flaps or other means, as in airplanes. As long as the waves do not exceed the length of the struts, the hydrofoil with the wholly submerged foil system will be capable of operating in almost any weather.

The foils on the PCH and other present-day hydrofoil craft are "subcavitating." They have been designed to operate with a smooth flow of water over the foil surfaces, both top and bottom. As the foil speed through the water increases, pressure on the upper surface decreases, thus producing the lifting force. However, when the pressure on the upper surface drops too far, a vapor cavity is formed. The result is loss of lift and increased drag.

This phenomenon is referred to as cavitation and at present imposes a speed restriction on hydrofoil craft. Experimental work has indicated the possibility of designing a foil which would operate at "supercavitating" speeds, with a vapor cavity above a large portion of the foil surface.

High Point differs from the standard hydrofoil and uses the wholly submerged foil system. It has control surfaces on the foils, similar to aircraft ailerons, to control its course through the water. The foils will maintain level "flight," controlled by an electronic height-sensing system. The pilothouse itself is similar to an aircraft cockpit, complete with an "automatic pilot," aircraft bucket seats on sliding rails and aircraft-type throttle controls.

The hydrofoil has a draft of approximately 17 feet when the ship is resting on the water with foils fully extended. When the foils are retracted, draft is six feet. The average draft when the craft is "flying" on her foils is approximately six and one-half feet.

The forward foil is held by a single strut going down from the keel near the bow. Two struts, one on each side of the keel near the stern, support the after foil. These struts extend down more than 14 feet from the hull. Main propulsion comes from two gas-turbine engines, each driving two counter-rotating propellers (located at the base of each after strut) through two right-angle transmissions connected with a drive shaft in the strut.

When hullborne, *High Point* is powered by a diesel engine driving a conventional propeller.





SPECIAL DELIVERY — Speedy PTF boats will shuttle SEAL teams into action on hazardous enemy shores.

PT Boats Rejoin Fleet

After 18 years, PT boats are back with the fighting Fleet.

Fast patrol boats *PTF 1* through *PTF 4*—slightly larger, sleeker and faster than the colorful motor torpedo boats of World War II—have been assigned COMPHIBLANT for training and operations with Navy Sea-Air-Land (SEAL) teams. SEAL teams include Navy swimmers trained in guerilla and anti-guerilla tactics.

Each of the four new boats is a result of post-war experiments with PT design. Each is slick and uncluttered; tailored for maneuverability and 45-knot speeds.

PTF 1 and *PTF 2* were first commissioned in December 1950 and March 1951, respectively. Originally designated *PT 810* and *PT 811*, they were two of four boats built to experimental designs by different U. S. shipbuilders. The four experimental types (the other two were designated *PT 809* and *PT 812*) formed Motor Torpedo Squadron 1 in the Atlantic Fleet Operational Development Force from 1954 to 1959.

In November 1959, PTs *810* and *811* were placed in mothballs, and *PT 809* was assigned to the Potomac River Naval Command where, under the name *Guardian*, she has served as a Civil Defense boat and Presidential escort. *PT 812* was removed from active—if experimental—service.

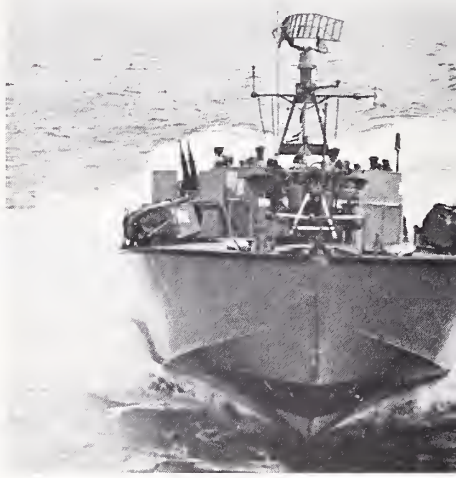
Reactivated late last year for conversion to fast patrol boat status, PTs *810* and *811* were stripped of torpedo tubes and other weighty, not-necessary-for-the-job gear, and redesignated PTFs *1* and *2*.

Both are of all-aluminum construction, larger than World War II PTs, with greater displacement, range and stability. *PTF 1* is of half welded and half riveted structure. *PTF 2* is of all-welded structure—the first (when she was built as *PT 811*) all-welded aluminum ship ever constructed. Respective measurement statistics of PTFs *1* and *2* are: Length, 89 feet and 94 feet; beam, 24 feet and 25 feet.

PTF 3 and *PTF 4*, known as "Nasty" class boats, were built in Norway and purchased by the U. S. Navy with SEAL team operations foremost in the minds of defense planners. The Norwegian-built PTFs, also tailored as experimental types, are 80 feet in length, measure 24 feet at the beam, and displace 81 tons (full-load displacement). They are made of thin mahogany sandwiched around fiberglass, which results in strength that will stand up in the heaviest of seas.

Each of the PTFs has firepower in 20- and 40-mm guns (surface and antiaircraft), and manpower in the form of 3 officers and 16 enlisted men.

Deck plates are built into PTFs *3* and *4* for easy installation of torpedo tubes and an 81-mm mortar, if such weapons are ever needed.



BACK AGAIN — Fast patrol boats kick up spray cruising at high speed during trials in the Atlantic Ocean.



THE U. S. FLEE

† *Accurate silhouette not shown*
* *In construction or planned*

COMBATANT:

WARSHIPS

AIRCRAFT CARRIERS



CVA—Attack Aircraft Carrier



CVAN—Attack Aircraf

CRUISERS



CA—Heavy Cruiser



CAG—Guided Missile Heavy Cruiser



CG—C

DESTROYERS



DD—Destroyer



DD—Destroyer (FRAM)



DDG—Guided Missile Destroyer



DDR—Radar Picket D

SUBMARINES



SS—Submarine



SSN—Submarine (Nuclear)



SSBN—Fleet Ballistic Missile Submarine (Nuclear)



SSG—Guided Missile Submarine



SSGN—Guided Missil Submarine (Nuclear

AMPHIBIOUS WARFARE SHIPS



AGC—Amphibious Force Flagship



AKA—Attack Cargo Ship



APA—Attack Transport



LSD—Dock Landing Ship



LSM—Medium Landing Ship



LST—Tank Landing Ship

PATROL SHIPS



DE—Escort Ship



DEG—(
Esc

AUXILIARY SHIPS:



AD—Destroyer Tender



ADG—Degaussing Ship



AE—Ammunition Ship



AF—Store Ship



AGMR—Major Communications Relay Ship*



AGR—Radar Picket Ship



AGS—Surveying Ship



AGSC—Coastal Surveying Ship



AGSS—Auxiliary Submarine





AOE—Fast Combat Support Ship*



AOG—Gasoline Tanker



AR—Repair Ship



ARC—Cable Repairing or Laying Ship



ASR—Submarine Rescue Ship



ATA—Auxiliary Ocean Tug



ATF—Fleet Ocean Tug



AV—Seaplane Tender

AVB—Advanc

Prepared by ALL HANDS Magazine

N SILHOUETTE

Silhouettes shown are near approximations only and details are not accurate in all cases.

For security reasons no attempt has been made to establish an accurate relative scale of ship sizes.

COMMAND SHIPS



Nuclear)



CVS—ASW Support Aircraft Carrier



CC—Cammand Ship



ſe Cruiser



CLG—Guided Missile Light Cruiser



CGN—Guided Missile Cruiser (Nuclear)



DL—Frigate



DLG—Guided Missile Frigate



DLGN—Guided Missile Frigate (Nuclear)

MINE ARFARE SHIPS



MCS—Mine Countermeasures Support Ship



MHC—Caastal Minehunter



MSC—Caastal Minesweeper (Nanmagnetic)



MSF—Fleet Minesweeper (Steel-hulled)



MSO—Ocean Minesweeper (Nonmagnetic)



Speed Transport



APSS—Transport Submarine



LPD—Amphibiaus Transpart Dack



LPH—Amphibious Assault Ship



ssile



DER—Radar Picket Escort Ship



PC—Submarine Chaser (173')



PCER—Rescue Escart (180')



PCH—Submarine Chaser (Hydrafoil)*



PGM—Matar Gunboat*



PTF—Fast Patral Boat



AFS—Combat Stare Ship*



AG—Miscellaneaus



AGB—Icebreaker



AGDE—Escart Research Ship*



AGEH—Hydrafoil Research Ship*



spital Ship



AK—Carga Ship



AKL—Light Cargo Ship



AKS—Stores Issue Ship



AN—Net Laying Ship



AO—Oiler



Internal Cambustian gine Repair Ship



ARL—Landing Craft Repair Ship



ARS—Salvage Ship



ARSD—Salvage Lifting Ship

AS—Submarine Tender

Base Ship

AVM—Guided Missile Ship

AVP—Small Seaplane Tender

AVS—Aviation Supply Ship

IX—Unclassified Miscellaneous



U. S. NAVY SERVICE CRAFT and DESIGNATIONS

Small Auxiliary Floating Drydock	AFDL	Garbage Lighter (Self-propelled)	YG
Medium Auxiliary Floating Drydock	AFDM	Garbage Lighter (Non-self-propelled)	YGN
Barracks Craft (Non-self-propelled)	APL	Dredge	YM
Auxiliary Repair Drydock	ARD	Gate Craft	YNG
Medium Auxiliary Repair Drydock	ARDM	Fuel Oil Barge (Self-propelled)	YO
Minesweeping Boat	MSB	Gasoline Barge (Self-propelled)	YOG
Inshore Minesweeper	MSI	Gasoline Barge (Non-self-propelled)	YOGN
Target and Training Submarine	SST	Fuel Oil Barge (Non-self-propelled)	YON
Submersible Craft	X	Oil Storage Barge	YOS
Open Lighter	YC	Patrol Craft	YP
Car Float	YCF	Floating Pile Driver	YPD
Aircraft Transportation Lighter	YCV	Floating Workshop	YR
Floating Crane	YD	Repair and Berthing Barge	YRB
Diving Tender	YDT	Repair, Berthing and Messing Barge	YRBM
Covered Lighter (Self-propelled)	YF	Radiological Repair Barge	YRR
Ferryboat or Launch	YFB	Seaplane Wrecking Derrick	YSD
Covered Lighter (Non-self-propelled)	YFN	Sludge Removal Barge	YSR
Large Covered Lighter	YFNB	Large Harbor Tug	YTB
Drydock Companion Craft	YFND	Small Harbor Tug	YTL
Floating Power Barge	YFP	Medium Harbor Tug	YTM
Refrigerated Covered Lighter (Non-self-propelled	YFRN	Drone Aircraft Catapult Control Craft	YV
Covered Lighter (Range Tender)	YFRT	Water Barge (Self-propelled)	YW
Harbor Utility Craft	YFU	Water Barge (Non-self-propelled)	YWN
		Miscellaneous Auxiliary	YAG

ADDITIONAL SHIPS—IN RESERVE

(INCLUDING RESERVE TRAINING SHIPS)

(The following types are not now part of the active operating Fleet, but could be reactivated if necessary in the event of mobilization. Also in the Reserve Fleet are many of the types listed in the centerspread.)

COMBATANT

Battleship	BB
Light Cruiser	CL
Anti-Aircraft Light Cruiser	CLAA
Inshore Fire Support Ship	IFS
Medium Landing Ship (Rocket)	LSMR
Minelayer, Destroyer	DM
Fleet Minelayer	MMF
Coastal Minesweeper (Old)	MSCO
Escort (180')	PCE
Submarine Chaser (136')	PCS

AUXILIARY SHIPS

Cargo Ship and Aircraft Ferry	AKV
Submarine Oiler	AOSS
Self-Propelled Barracks Ship	APB
Battle Damage Repair Ship	ARB
Salvage Craft Tender	ARST
Aircraft Repair Ship (Aircraft)	ARVA
Aircraft Repair Ship (Engine)	ARVE
Auxiliary Aircraft Transport	AVT
Distilling Ship	AW
Large Auxiliary Floating Drydock	AFDB

SERVICE CRAFT

Lighter (Special purpose)	YFNX
Refrigerated Covered Lighter (Self-propelled)	YFR
Floating Drydock Workshop (Hull)	YRDH
Floating Drydock Workshop (Machinery)	YRDM

TYPES ASSIGNED ELSEWHERE (MSTS, MILITARY ASSISTANCE, LOAN OR LEASE, ETC.)

Support Landing Ship (Large) Mark III	LSSL	Missile Range Instrumentation Ship	AGM	Small Coastal Transport	APC
Escort (180')	PCE	Cargo Ship, Dock	AKD	Yard Floating Drydock	YFD
Patrol Escort	PF	Transport	AP	Vehicle Cargo Ship	LSV

Mobile Command Post

USS *Wright* (CC 2), the Navy's second fully equipped mobile command post, has been put into commission at Bremerton, Wash.

USS *Northampton* (CC 1) is currently operating with the Fleet, and the auxiliary aircraft transport *Saipan* (AVT 6) is being converted to CC 3 at Mobile, Ala.

Wright's command spaces provide facilities similar to those of command posts ashore for theater-type presentations. This includes projection equipment and extra-large motion picture screens.

The ship is also equipped with wall-sized status boards and maps mounted on tracks so they can easily be moved into view.

Wright's antenna deck has the largest and most powerful transmitting antennas ever installed in a United States naval vessel.

More than 200 of the ship's 1720-man complement are required to operate and maintain the ship's radio, antennas and other communications equipment.

One of *Wright's* spaces is given completely to the ship's teletype printers each of which can record incoming messages at 100 words per minute. *Wright* is capable of handling as many messages in a day as does a major shore-based communications station.

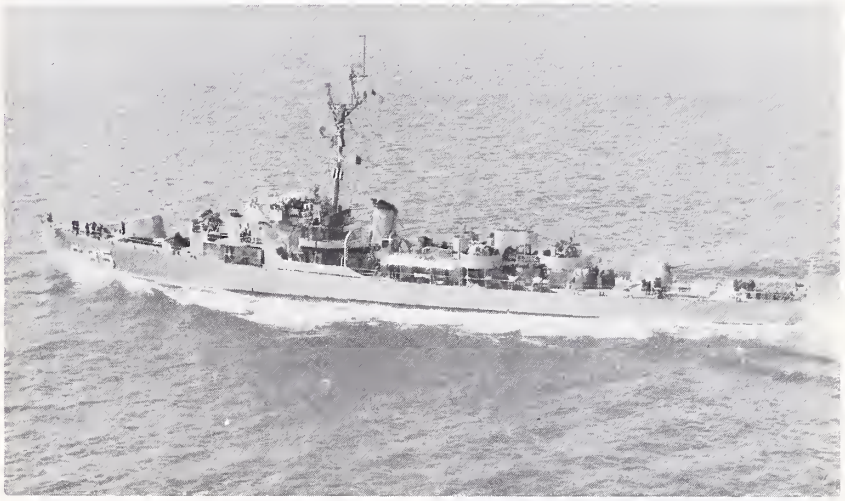
Wright will provide top echelon commands and their staffs with the most extensive communications facilities ever placed on board ship.

In the Persian Gulf

USS *Valcour* (AVP 55) has relieved *Duxbury Bay* (AVP 38) as flagship of the U. S. Middle East Force in the Persian Gulf and Indian Ocean area.

COMMIDEASTFOR flag-shifting ceremonies were held at Aden (southeast tip of the Arabian peninsula) in July.

The veteran seaplane tender (*Valcour* was launched during World War II) is no stranger to her present area of operations. The ship's seven-month deployment there is her 14th. Several of *Valcour's* 185 officers and enlisted men claim to have been on board for as many as seven of those cruises.



SELECTED NAVAL Reservists from 50 Connecticut cities go aboard USS *Coates* (DE 685) at New Haven one week end a month for ASW training.

This Group Gets Deep Scoop

A concentrated effort to solve many of the problems associated with deep ocean operations is under way with the establishment of a Deep Submergence Systems Review Group.

Headed by RADM E. C. Stephan, USN, a veteran submariner and Commander of the U. S. Naval Oceanographic Office, the DSSRG will review and formalize into one program all of the Navy's continuing efforts to shed light on various unanswered questions peculiar to deep water activities.

Among other things, DSSRG will coordinate oceanographic research programs which have been in progress for many years, and formulate plans for deep research vehicles.

The immediate objective of the group is to examine Navy plans concerned with the development of components and systems for locating, identifying, and recovering large objects from the ocean floor. In this connection, the group will review various programs now under way, and will make recommendations to CNO and SecNav.

In addition to having a full-time staff of experts, RADM Stephan will receive assistance from representatives of the Chief of Naval Operations, Office of Naval Research, and various Navy Bureaus (Medicine and Surgery, Ships, Weapons, and Yards and Docks).

YESTERDAY'S NAVY



On 1 Aug 1943 the U. S. Naval Station at Roosevelt Roads, Puerto Rico, was established. On 1 Aug 1944 organized resistance ceased on Tinian, and a naval air base was established there. On 2 Aug 1943 a naval task force bombarded Kiska, Aleutian Islands. On 2 Aug 1943 *PT 109* was sunk in a collision with an enemy ship. On 6 Aug 1943 the Battle of Vella Gulf began shortly before midnight; three Japanese destroyers were sunk and one was damaged. On 14 Aug 1898 the blockade of Cuba by U. S. Naval forces was withdrawn.

Meet Your New CNO—ADM McDonald Succeeds ADM Anderson

As of 1 August, Navymen have a new CNO. He is Admiral David L. McDonald, USN, successor to Admiral George W. Anderson, Jr., USN, who was CNO for the past two years. Admiral McDonald thus becomes the Navy's 17th Chief of Naval Operations. Admiral Anderson—President Kennedy's choice for U. S. Ambassador to Portugal—has entered retirement, closing out an illustrious naval career.



ADM David L. McDonald

Admiral McDonald attained his present rank on 1 April this year, when he assumed duties as Commander in Chief, U. S. Naval Forces, Europe, in London. He was in this post only a matter of weeks before being selected for CNO.

This marks the second time that Admiral McDonald has succeeded Admiral Anderson in an important position. The first time was on 28 July 1961, when he relieved CNO-bound Admiral Anderson as Commander Sixth Fleet in the Mediterranean. At that time, Admiral McDonald received a concurrent promotion to Vice Admiral.

A native of Maysville, Ga., Admiral McDonald was appointed to the Naval Academy from that state in 1924. He was graduated and commissioned Ensign on 7 June 1928 and was designated Naval Aviator in 1931.

His early service included sea duty in the battleships *Mississippi* (BB 41) and *Colorado* (BB 45), in Fighting Squadron Six on the carrier *Saratoga* (CV 3), and the aviation unit on the cruiser *Detroit* (CL 8). He spent shore duty time with the Navy Rifle Team at National matches, and as an instructor at NAS Pensacola, Fla.

At the outbreak of World War II, Admiral McDonald was serving as Flag Secretary to Commander Aircraft, Atlantic Fleet, and later served on the staff of Commander Naval Air Operational Training Command, Jacksonville, Fla.

During the latter phases of the war, Admiral McDonald was Air Officer and Executive Officer of the carrier *Essex* (CV 9), and Operations Officer on the staff of Commander Air Force, Pacific Fleet. He was awarded the Bronze Star Medal with Combat "V," two Letters of Commendation with Ribbon and Star, and is entitled to wear the Presidential Unit Citation ribbon for service on *Essex*.

In July 1947 Admiral McDonald reported to the Bureau of Aeronautics, Navy Department, to serve as Director of Military Requirements, and later, as Aide to the Assistant Secretary of the Navy for Air and to the Under Secretary of the Navy.

He commanded the carrier *Mindoro* (CVE 120) for a year in 1951-52 and, after a tour of duty as Assistant Chief of Staff for Operations to the Commander in Chief, Pacific Fleet, served a year as commanding officer of the carrier *Coral Sea* (then CVB 43).

In November 1955 Admiral McDonald was assigned as Director of the Air Warfare Division, Office of the Chief of Naval Operations, and from November 1957 until October 1960, he was assigned as Deputy Assistant Chief of Staff at Supreme Headquarters Allied Powers, Europe. He next became Commander Carrier Division Six, and then took over as Commander Sixth Fleet.

Admiral Anderson, the outgoing CNO, is also an aviator and graduate of the Naval Academy (class of 1927). He took his flight training at Pensacola in 1930.

He served on board several cruisers and aircraft carriers during his early years in the Navy, and in 1940 reported to Washington, D. C., for duty in the old Bureau of Aeronautics Plans Division. During this assignment, Admiral Anderson helped plan the American aircraft program for World War II.

Later in the war Admiral Anderson served in USS *Yorktown* (CVS 10) and as Plans Officer on the Staff of Commander Air Force, U. S. Pacific Fleet. From March 1944 to April 1945, he was Assistant to the Deputy Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas.



ADM George W. Anderson, Jr.

He then returned to Washington to become Aviation Officer in the Strategic Plans Section on the Staff, Commander in Chief, U. S. Fleet. After the war, while assigned to the office of the CNO he served in western hemisphere defense programs and with the Joint War Plans Committee of the Joint Staff.

In July 1948 Admiral Anderson took command of the aircraft carrier USS *Mindoro*, and following this he attended the National War College in Washington.

Several sea duty billets followed: He was Fleet Operations Officer on the staff of Commander Sixth Fleet; senior U. S. officer in Plans and Operations on the staff of the Supreme Allied Commander in Europe; and then commanding officer of USS *Franklin D. Roosevelt* (CVA 42).

The admiral returned to Washington in 1953 to become Special Assistant to the Chairman of the Joint Chiefs of Staff, then went back to sea duty in 1955 as Commander Formosa Patrol Force. After that he served as Chief of Staff, Joint Staff, Commander in Chief, Pacific;

then was promoted to Vice Admiral and assigned as Chief of Staff and Aide to the Commander in Chief, Pacific. After a little over a year as Commander Carrier Division Six, he took command of the U. S. Sixth Fleet in the Mediterranean in September 1959.

Admiral Anderson holds the Distinguished Service Medal, the Legion of Merit, the Bronze Star Medal, the Commendation Ribbon (Navy), the Commendation Ribbon (Army), the Presidential Unit Citation Ribbon with one star, American Defense Service Medal, the American Campaign Medal, Asiatic-Pacific Campaign Medal with two stars, the World War II Victory Medal, and the National Defense Service Medal. He was also awarded the Order of the British Empire, rank of Honorary Officer.

Independence Overhauled

After five months in drydock at the Norfolk Naval Shipyard, USS *Independence* (CVA 62) is back in operation. The carrier went through a repair/modification process that puts her in like-new condition.

Work was done from the bottom of her hull to the tip of her highest mast.

Machinery spaces, main engines, boilers and pumps were completely overhauled. Voids were inspected and many gauges and armored hatches repaired.

New aircraft safety nets were installed on elevators. Arresting gear machinery, catapults and jet deflectors were repaired or replaced.

All radar antennas, equipment, and radio transmitters were overhauled. New radar repeaters were installed.

The most extensive single project was an enlargement and modernization of the carrier's air intelligence spaces, which included the installation of an electronic data processing machine center.

Erben Is Now ROK *Chung Mu*

The former USS *Erben* (DD 631), a destroyer which won 10 battle stars for operations in World War II and Korea, has been transferred to the Republic of Korea and renamed *Chung Mu*.

The 2050-ton DD had been in mothballs for the past five years. She was turned over to the ROK Navy last May during ceremonies conducted at Long Beach, Calif.



HIGH AND DRY — USS *Independence* (CVA 62) rests in drydock while undergoing overhaul at Norfolk Naval Shipyard. She's now back in action.

Launched on 21 Mar 1943, *Erben* saw plenty of WW II action. Before war's end she had been awarded six battle stars.

Erben earned four more battle stars during the Korean conflict.

After Korea the DD made four cruises to the Far East.

She was decommissioned in June 1958 and placed in mothballs.

Reclaimer Lends A Hand

The 88 men assigned to the Pacific Fleet salvage and rescue ship USS *Reclaimer* (ARS 42) have demonstrated that a lot of major work can be accomplished in a relatively short period. During just two weeks in Samoa recently, the *Reclaimer* crew, among other things:

- Salvaged an 85-ton ship.
- Blasted five boat channels through rugged coral reefs.
- Helped put a damaged recompression chamber back in operation.

Arriving at Pago Pago Harbor on 15 March, the 214-foot ARS went right to work salvaging MV *Shofuku Maru*, which had been obstructing harbor traffic and moorings since last January when she caught fire while refueling and sank in 80 feet of water.

In less than a week, *Reclaimer* salvagers had the ship raised, beached, dewatered, refloated, and delivered to the Governor of Samoa.

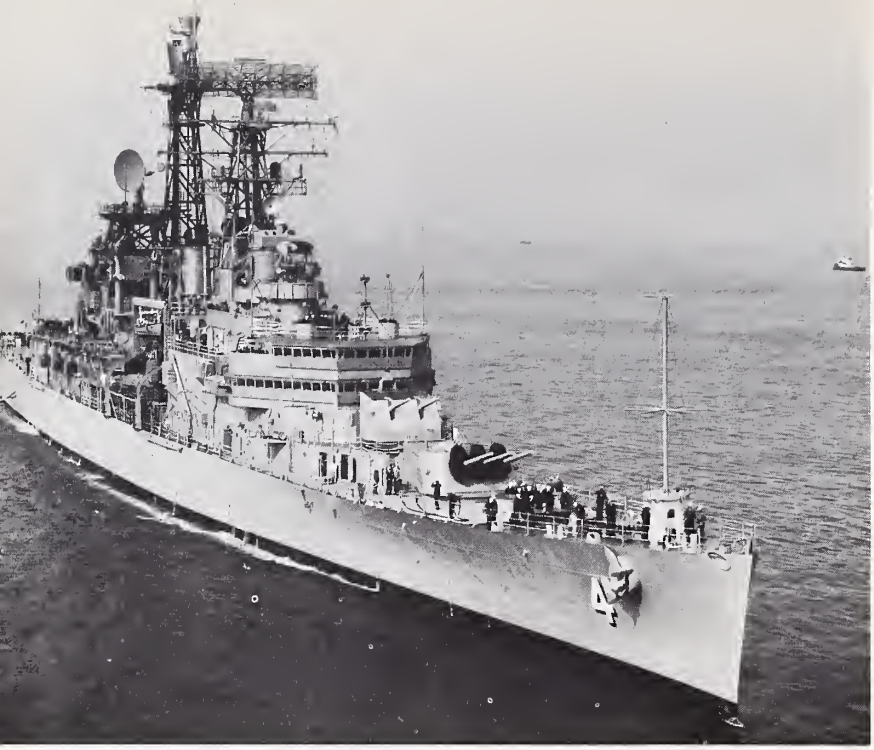
Reclaimer's nine underwater divers, meanwhile, were busy blasting new channels through reefs of the outer islands. Previously, only longboats manned by Samoan oarsmen had been able to maneuver the treacherous surf and jutting coral. Now inter-island travel is easier, and less hazardous.

The ship then provided materials and technical assistance to island workers who had been attempting to recommission an old recompression chamber—a good thing to have in Samoa for treating tetanus, which is prevalent there (it's easier for spasm-stricken tetanus victims to breathe in a recompression chamber), and for emergency treatment of local skin divers who come up with the bends.

The work finished, *Reclaimer* returned to Pearl Harbor, Hawaii, her home port.

HIGH LEVEL JOB — Superstructure on USS *Independence* (CVA 62) is surrounded by scaffolding which permits yard workmen to complete repairs.





GONE TO MED — The *Talos*-firing guided missile light cruiser USS *Little Rock* (CLG 4) has assumed duties of flagship for Sixth Fleet.

Sixth Fleet Flagship

The guided missile cruiser USS *Little Rock* (CLG 4), which relieved USS *Springfield* (CLG 7) as flagship of the U. S. Sixth Fleet this spring, is spending an active summer in the Med.

Little Rock departed the U. S. last April, and will remain in the Med area for eight months as VADM W. E. Gentner's Sixth Fleet flagship.

The ship is equipped with *Talos* missiles capable of hitting any aircraft within a 65-plus mile range.

Springfield Back in CONUS

The guided missile light cruiser USS *Springfield* (CLG 7), trailing a 610-foot red and white homeward-bound pennant, has returned to the United States after completing a 30-month tour of duty as flagship for Commander Sixth Fleet in the Mediterranean. The former flagship is now in New York undergoing a major overhaul at the Brooklyn Naval Shipyard.

Springfield departed the Boston Naval Shipyard on 4 Dec 1960, crossed the Atlantic, and relieved USS *Des Moines* (CA 134) as flagship on 14 December at Palermo, Sicily.

From that time until she was relieved by USS *Little Rock* (CLG 4) in May in Toulon, France, *Springfield* was one of the busiest ships in the Fleet. During her extended cruise in the Mediterranean *Springfield* visited 30 ports in 12 countries. These included Split and Dubrovnik, Yugoslavia; Beirut, Lebanon; Casablanca, Morocco; Naples, Venice and Livorno, Italy; Athens, Greece; Istanbul, Turkey; and Barcelona, Spain, plus others.

Over 80,000 people boarded the ship during public visiting, and many children received special attention from the ship's crew, with parties sponsored in every port.

Springfield was also host to many dignitaries, such as the Royal Family of Greece, and Princess Grace and Prince Ranier of Monaco. For these guests, and in honor of the nations they represent, a total of 2250 rounds of ammunition were fired from the ship's saluting battery. Of this number, 157 rounds were fired in one day at Athens during ceremonies for the King and Queen.

Between her heavy operational commitments, *Springfield* and her crew participated in two movie productions—*The Longest Day* and *We Joined the Navy*.

From the time she left Boston until the time she arrived in New York, the ship traveled over 130,000 miles. And of the 777 officers and men who returned, 173 were on board for the full two-and-one-half-year cruise.



SUBMERGED LAUNCH — *Subroc* antisubmarine missile test vehicle bursts out of water and streaks skyward during test firing in Pacific ocean.

New Ships on the Way

The Navy has awarded contracts for the construction of two amphibious transport docks (LPDs) and three guided missile escort ships (DEGs), authorized in the fiscal 1963 shipbuilding program.

The Bureau of Ships awarded the contract for the LPDs to a Seattle, Wash., company while the DEGs are to be built in Bath, Maine.

Each LPD will be 570 feet long with a maximum beam of 84 feet and a full-load displacement of 16,500 tons. They will be designated

LPDs 9 and 10, the third and fourth ships of the LPD 7 class.

The escort ships are designed to locate and destroy submarines. They will be fitted with a *Tartar* guided missile installation and will carry one 5-inch/38 gun, antisubmarine torpedoes, *Asroc*, and the drone antisubmarine helicopter—*Dash*.

These ships will be designated DEGs 4, 5 and 6, and will have a length of 415 feet, a beam of 44 feet, and a full-load displacement of 3400 tons.

Amphib Transport Dock Ship

uss *Vancouver* (LPD 2), the second of the Navy's new amphibious transport dock ships, has been commissioned in New York.

The new type of ship combines the functions of the attack transport (APA) and the attack cargo ship (AKA), enabling troops to travel to an assault area in the same ship as their heavy equipment.

The LPD is similar to the dock landing ship (LSD)—the principal difference being in its shortened and covered well.

Combat-equipped troops can be landed in six CH-37C amphibious transport helicopters which are launched from the LPD's helicopter platform over the well deck.

In addition, nine landing craft (LCMs), pre-loaded with troops and equipment too heavy to be carried by helicopter, can be launched from the well that opens to the sea at the rear of the ship.

Vancouver is 521 feet long and displaces 13,900 tons fully loaded. She carries a crew of 30 officers and 460 enlisted men.

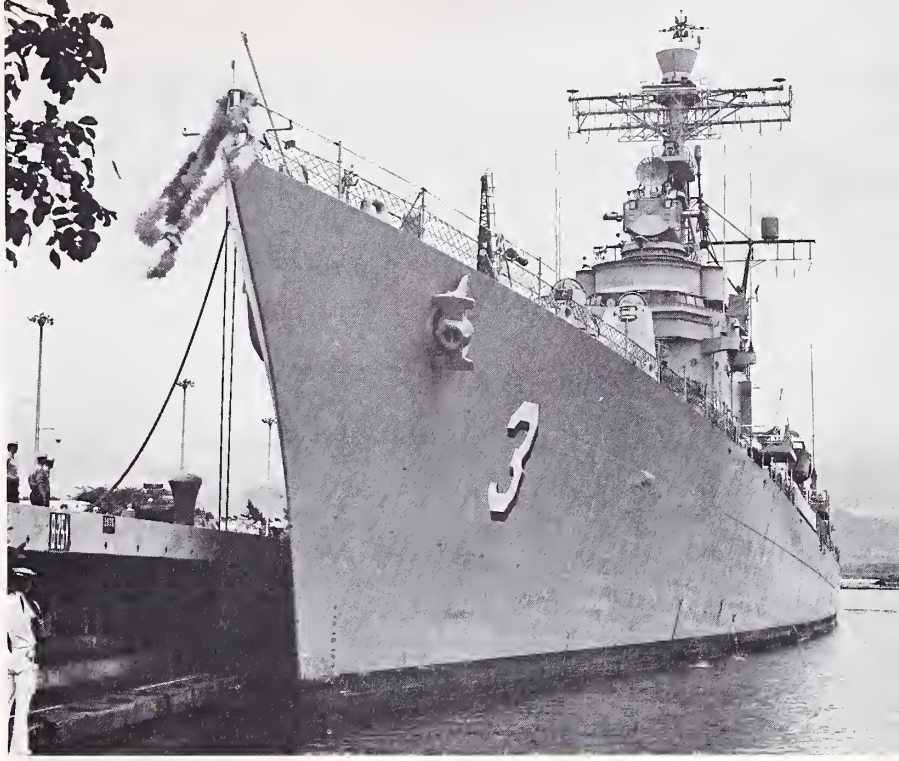
Her troop-carrying capacity is 930 men with 2000 tons of cargo. She is armed with four 3-inch/50-caliber twin gun mounts and has a top speed of more than 20 knots.

The first LPD was *Raleigh* (LPD 1), which was commissioned 8 September 1962.

VAW-33's Ground Crew

Pilots and crewmen fly the *Skyraiders* of Carrier Airborne Early Warning Squadron 33, but just as essential are the band of maintenance men who keep the planes in the air.

With commitments that require manning six carriers at one time, VAW-33 must depend on the leadership and skill of its leading chief petty officers and the men under them. The talents that keep the many detachments going are not limited to any one rate as can be seen below.



LEI-ADORNED BOW of Pearl Harbor-based frigate *USS John S. McCain* (DL 3) signifies her return to Hawaii after a six-month tour in the Far East.

VAW-33's leading chiefs, who have over one hundred years of service between them, are: C. A. Walker, ADC, of Detachment 39, uss *Lake Champlain* (CVS 39); G. B. Walsh, ADCM, of the Administrative Command at Quonset Point, R. I.; R. S. Speaks, AEC, of Detachment 59, uss *Forrestal* (CVA 59); R. J. Updegraff, ATCS, of Detachment 62, uss *Independence* (CVA 62); F. W. Waage, Jr., ADC, of Detachment 18, uss *Wasp* (CVS 18); R. F. Walters, ADCM, of Detachment 65, uss *Enterprise* (CVAN 65); and W. L. Twining, ATCS, of Detachment 11, uss *Intrepid* (CVA 11).

It's hard to tell how many lives these men have saved, but the fact that the planes keep flying is formidable evidence of their outstanding service.



KEY MEN are these CPOs of VAW-33. *L to Rt:* C. A. Walker, ADC; G. B. Walsh, ADCM; R. S. Speaks, AEC; R. J. Updegraff, ATC; and F. W. Waage, Jr., ADC.



FUEL FOR THE FLEET—Fleet oiler *USS Mississinewa* (AO 144) steams in waters of the Mediterranean while helping to fuel Sixth Fleet ships.

Nuggets In Paper Mountain

From all over the world, via Navy record centers, tons of boxes and cartons filled with paper have been shipped to Port Hueneme, Calif. Part of it is now valueless, but some contains much useful information.

It forms the basic source material for the story of the 54 regiments, 12 brigades, 150 battalions, 136 maintenance units, 39 special battalions, 118 battalion detachments and five pontoon assembly detachments of Seabees which saw action during World War II.

This 26-ton mountain of paper is being sifted by Miss Helen Fairbanks, a onetime Wave officer and authority on the Seabees.

When she has completed her work, she will have a permanent record of all vital dates, training, strength, movements, personnel, projects, enemy action, casualties, citations and awards pertaining to wartime battalions.

The completed product will not be a history of the Seabees. It will simply be an assembly of Seabee facts into a manageable form for future historians.

The information which Miss Fairbanks expects to extract from her paper mountain will go to the National Archives in Washington to be a permanent source of information.

High School Student Is Navy Ship Builder

Most Navymen have run across civilian Navy buffs during the course of their careers, but probably few have met one who pursues his hobby with the enthusiasm applied by an 18-year-old Arlington, Va., high school senior by the name of Edwin Finney, Jr.

Young Ed's hobby is building ships. Occasionally, he uses kits, but more frequently he concocts the entire model from whatever is at hand—fragments of pine packing crates, lumber yard scraps and spare bits of this and that which he finds around the house.

The Finney models are by no means haphazard constructions. Ed takes the trouble to get blueprints from BuShips and follows them to the last detail. He also gets assists from pictures in back copies of Navy periodicals and ALL HANDS Magazine.

Edwin, Jr. admits his first love is the Navy's four-stackers. When he abandons them for other models, he usually finds his inspiration in a ship out of the past but in the age of steam.

The big models he prefers to build take nearly a year to complete in detail because, as he puts it, schoolwork keeps interfering with his hobby.

All in all, Finney the younger has about 86 models to his credit. He hopes to translate his enthusiasm for the Navy's ships by following his father and grandfather into a naval career via Annapolis.



MCB-1 Receives Two Awards

U. S. Naval Mobile Construction Battalion One has received dual awards—the Navy "E" for efficiency and the Peltier Plaque for 1962. The "E" was presented to MCB One for being selected as the best of its type in the Atlantic in 1962.

During 1962 competition, MCB One installed a nuclear power plant in Antarctica and performed construction work in Rota, Spain; Argentia, Newfoundland; Sigonella, Sicily; St. Thomas, Virgin Islands; and Bermuda. The mobile battalion received the Navy Unit Commendation for work during the Antarctic deployment.

The Peltier Award is a bronze medallion mounted on a plaque and is named for the former Chief of the Civil Engineer Corps and Bureau of Yards and Docks, RADM Eugene A. Peltier, CEC, USN (Ret.).

The winner of the award is selected by the Bureau of Yards and Docks from two Seabee battalions selected as the best of their type—one from the Pacific and one from the Atlantic.

Boilerman Under Pressure

Last November, the fire in a boiler on board USS *Franklin D. Roosevelt* (CVA 42) went out of control, making it necessary for the crew to evacuate the fireroom because of smoke and intense heat.

Meanwhile, the pressure in the boiler was building up. Danger of a damaging and perhaps fatal explosion was imminent.

Chief Boilerman Frank L. McGuire went into the fireroom of his own volition and succeeded in re-

lieving the boiler pressure in spite of the hazardous conditions and the heat and smoke.

After the boiler pressure subsided, Chief McGuire reentered the fireroom several times to help put out the fire.

Chief McGuire, a Navyman since 1949, was awarded the Navy Commendation Medal on board his ship while she was at port in the Med.

They Fly on The Ground

Student pilots at Corpus Christi's Naval Air Station have a new simulated flight trainer which includes systems that were unknown when its World War II predecessor was invented. By the end of 1964, the Air Station expects to have a total of 13 new trainers.

In the multi-engine training program, the new 2B13 trainer replaces the model which has been used by military pilots for the past 20 years. It teaches student pilots the procedures and problems encountered in all-weather flying.

The cost of operating the new trainer will be only one-tenth that of actual flight.

Since about 75 Navy flight students use the 29 trainers for about 100 hours a day at Corpus Christi, the savings are impressive.

The trainee is seated in a reproduction of a land-based aircraft. The instrument panel is a generalized version of those found in various aircraft.

The student is surrounded by communications systems and navigation aids he must use during normal flight.

The instructor's console is located directly behind the trainee's station. From his position, the instructor can observe the student and monitor the trainee's activities.

By using automatic card readers and punched cards, the instructor can program the student's flight, complete with emergencies.

A card also feeds the student information which he would receive from ground navigation facilities were he actually flying a plane.

The response of the plane and its systems to the student pilot's control are recorded by computer and used for debriefing the trainee.

According to the instructors at NAS Corpus Christi, some of the students become disoriented in the trainer and "crash" but, as yet, there have been no physical injuries.

Jet Target Practice

An improved target-practice system which provides targets for a variety of modern antiaircraft weapons, including missiles, has been developed by the Naval Air Development Center, Johnsville, Pa.

Until now, antiaircraft gun crews have received their practice by firing at sleeve or subsonic powered and unpowered targets. The unpowered targets were towed on a cable attached to an aircraft flying at around 200 mph, and simulated another aircraft in flight.

However, the old style AA guns are not notably effective against today's Mach 2 aircraft, and are being replaced by supersonic missiles. This poses a further problem. The older targets suitable for the earlier AA guns are too low and too slow to provide suitable practice targets for missilemen.

Johnsville's new 1000-mph towed target has a number of gimmicks to simulate an aircraft threat. It can be equipped with "passive or active radar augmentation," "infra-red augmentation," and a scoring system as required for a given mission.

The tow reel, fitted externally on an aircraft, can store up to 70,000 feet of towline, and can deploy and recover its attached target at speeds up to 5000 feet per minute.

This system has completed evaluation flight testing at the Naval Air Test Center, Patuxent River, Md., and currently holds the following records:

- Highest tow target speed—1000-mph.
- Longest cable and target in tow—51,000 feet (more than nine miles).
- Highest deployment speed—5400 feet per minute.
- Highest recovery speed—5300 feet per minute.

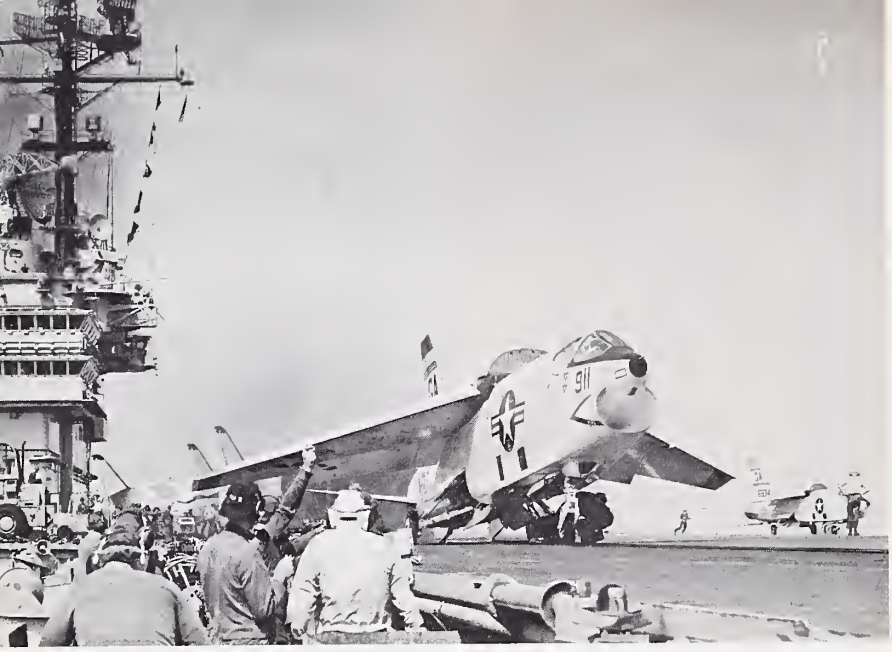
The system has been successfully used on the F4B (F4H *Phantom*).



PLANE PARKING — A variety of Navy aircraft rest upon flight deck of *USS Coral Sea* (CVA 43) in Pacific.



VENEZUELAN naval cadets get in sea time on board *ARV General Jose De Austria* (D 32). Later, the destroyer steamed into San Diego, Calif.



ALL SET TO GO — Pilot of a Crusader F-8 jet fighter is signaled that he is about to be blasted skyward from the carrier's starboard cat.

Serrano Lightens Ship

Physical fitness has a firm grip on the Pacific Fleet's hydrographic survey ship USS *Serrano* (AGS 24). *Serrano* has started a weight reduction program called Exercise Lighten Ship.

To get the program under way, each *Serrano* hand maintained a chart which showed his current weight, ideal weight, and all weekly changes.

The ship's corpsman advised the cooks on the preparation of menus and set up a special diet table for exceptional weight problems.

The original weigh-in revealed that 25 of the crew were overweight (the CO and XO included themselves in this group.) Overweight varied from four to 35 pounds.

So far, the three biggest losers, or biggest winners, have lost 27, 23 and 19 pounds apiece. Their prizes: Size 28 belts with engraved buckles.

Over-all, the 25 men in the group have lost a total of 310 pounds, an average 12.4-pound loss per man.

For the information of would-be dieters, *Serrano* passes along the following observations:

- The first three days of dieting are the hardest. If you stick to your diet, your appetite dwindles after three days.
- The first week's loss is large and encouraging.
- After the first week, even with careful dieting, a weekly loss of two or three pounds is all you can expect. Gradual weight loss is best.
- Light, regular exercise accelerates weight loss and tones muscles. Too much exercise, however, overstimulates the appetite.
- It's difficult to make turnips and beets as appetizing as ice cream and cake.
- Overweight men report that they feel much better as the pounds fall away.
- It's easier to diet as a member of a group than to fight the battle alone.
- It's difficult losing weight on in-port days.
- Pie a la mode is minutes in your mouth and a lifetime on your waistline.
- If you stick to a wise diet, you do lose weight.

Sharp Shooting Seabees

Mobile Construction Battalion Eight is a sharp (shooting) outfit.

The battalion's 79.4 per cent qualification mark on the M-14 rifle is reportedly the highest recorded by any Seabee outfit that has undergone infantry training at the Marines' Camp Lejeune installation.

Out of 243 officers and men, 193 qualified as expert, sharpshooter or marksman. Highest scorer was Builder Third Class J. A. Rose, who scored 274 out of a possible 300 for an expert rating. Five others attained expert; 54 made sharpshooter and 133 qualified in the marksman class.

The training is now an annual routine for Seabee battalions, usually consisting of about six weeks of intensive drill in the techniques of individual combat at a Marine training center. The final few days are spent in a field exercise under simulated battle conditions.

MCB-8 is scheduled for deployment to Antarctica in September to continue construction started there during the last polar summer.

Sure Shot Sylvester Scores

Until April 1962, R. W. Sylvester, CT3, stationed at Naval Security Group, Kamiseya, Japan, had never fired a pistol. Today he not only fires, but walks away from almost every shooting match with at least one trophy under his arm.

Sylvester, a native of Baltimore, Md., had never fired a gun of any kind before he came into the Navy. He just wasn't interested.

Coaxed by a friend in Kamiseya, Sylvester joined the local marksmanship unit in April 1962.

A month later, after some coaching and limited experience in a local match, Sylvester was selected as one of a four-man team to represent his activity in the Commander U. S. Naval Forces, Japan, tournament.

With only those qualifications, Sylvester emerged from the tournament with a Navy Expert pistol medal after helping his team to a second place finish in team competition.

Since then Sylvester has been practicing three to four hours a week, and firing in about one match a month.

As a novice Sylvester often found himself matched against much more experienced competitors, but that did not prevent him from outshooting them. He promptly qualified as Marksman, and was soon elevated to Sharpshooter, leaving Expert and Master yet to be attained.

Once, after attaining his present Sharpshooter designation, he competed against a field of Masters, and walked away with the first place Master trophy.

On another occasion he won five trophies in one day, taking first place slow fire, first place timed fire, second place national match course, and first place aggregate with the .22-caliber pistol, and second place slow fire with the .45 pistol.

Sylvester has won 12 pistol match trophies besides those mentioned, and he's yet to get started on the rifle. —Erwin A. Sharpe, JOC, USN

A Whole Raft of Fish Stories

Chief Yeoman Harry Bonner might be just another yarn spinner when the fish stories start flying around the campfire, but he can verify his tales with a packet of contest awards and a son who most likely was with him.

On the list of 1962 winners in a national fishing contest sponsored by a sports magazine, Bonner's name appears 13 times. And to compound the evidence of his fishing skill, Bonner's 11-year-old son Stanford's name is also on the list three times—all for first place awards.

Bonner is stationed at the Naval Amphibious Base, Coronado, Calif., and is responsible for what is apparently the first father-son combination to place in more than one division of a nationwide fishing contest.

Statistics tell the story best, and the Bonners' statistics make for some interesting reading. Here's the list:

Division Three—Salt Water Fly Casting:

H. S. Bonner—First Award, barracuda (8 lbs 15 oz)

H. S. Bonner—First award, albacore (22 lbs 7 oz)

Division Four—Salt Water, Open:

H. S. Bonner—First award, albacore, 8-lb line (14 lbs 3 oz)

H. S. Bonner—Second award, albacore, 12-lb line (28 lbs)

H. S. Bonner—First award, barracuda, 4-lb line (6 lbs 8 oz)

H. S. Bonner—Second award, barracuda, 8-lb line (6 lbs 2 oz)

Stanford Bonner—First award, white sea bass, 12-lb line (1 lb)

H. S. Bonner—First award, oceanic bonito, 12-lb line (5 lbs 4 oz)

H. S. Bonner—First award, yellowtail, 4-lb line (8 lbs)

H. S. Bonner—Second award, yellowtail, 6-lb line (13 lbs 4 oz)

H. S. Bonner—Third award, yellowtail, 8-lb line (19 lbs 14 oz)

H. S. Bonner—Fourth award, yellowtail, 12-lb line (22 lbs 9 oz)

H. S. Bonner—Fifth award, yellowtail, unrestricted (22 lbs 9 oz)

H. S. Bonner—First award, blue shark, 50-lb line (152 lbs)

Stanford Bonner—First award, bluefin tuna, 20-lb line (22 lbs)

Division Six—Junior Division:

Stanford Bonner—First award, yellowtail, 20-lb line (19 lbs 3 oz).

A fly rod enthusiast, Bonner is convinced that the technique is enjoying a resurgence in fresh water areas and is also spreading to salt water.

SIDELINE STRATEGY

Marine Corps Reservists attached to the 100th Rifle Company in Meridian, Miss., were told recently by their base newspaper that "The warm days of summer bring out the sunning instinct in various creatures, the instinct being more prevalent in women and snakes. Both of these may become extremely dangerous when caught unawares or when irritated."

Four Marines stationed at Marine Corps Air Station, Beaufort, S. C., could take that editor to task for supplying incomplete information. They have reason to doubt that one must irritate a snake to gain bad favor, for they were minding their own business—fishing from the banks of a pond—when 15 water moccasins approached them.

The Marines, Lance Corporals Terry Wagner, John Cooper and John Kolonick, and PFC Ronald Casey, decided to go fishing late one Sunday afternoon, so drove to a pond outside Beaufort. All avid fishermen, they systematically readied their tackle, baited their hooks, cast their lines, and waited.

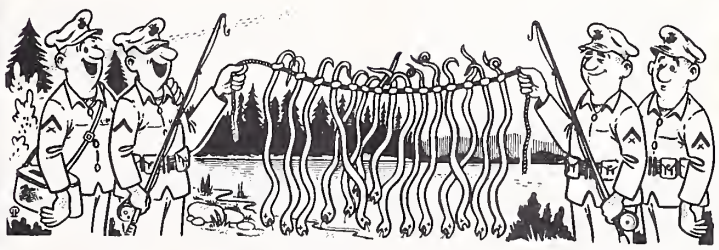
All around them fishermen were snagging bream, bass and various other fish. But the Marines were having no luck as they talked idly. The spell broke, and they became suddenly attentive when they saw what appeared to be a school of eels swimming toward them.

The water swirled and splashed as the "eels" drew nearer. In seconds the school was close enough for the Marines to have a better look, and you can imagine their surprise at realizing the eels were water moccasins.

Thinking the snakes would change their direction, the Marines didn't become alarmed, but it was soon evident that the snakes were heading ashore you-know-where.

They began slithering up the bank toward the men, and the fight was on. The men set to poking the snakes back to water with their fishing poles. But instead of dispersing, the snakes appeared to be reorganizing—surely without the knowledge that they were about to take on the U. S. Marines. Time was ripe for a Marine offensive.

Before the snake spearhead had time to form the Marines had their offensive underway. They charged into battle, throwing their lines among the snakes and snagging them one by one like tuna fishermen snagging tuna with gaff hooks. Each snake snagged was yanked onto the bank and, according to reports, dispatched with a huge stick.



Even at 15-to-four odds the snakes could not long endure. Several slithered away as the battle was raging. When retreat sounded, the casualties totaled five water moccasins dead, no Marines injured.

And, to verify their fish story, the victors returned to base with the evidence.

—W. L. H., JO1, USN





NAVYMEN take to books. *Left:* Airman reads on wing. *Rt:* Sailor at NAS Cecil Field enjoys library's selections.

The Well-Read Navyman

HAVE YOU READ any good books lately? Sure, lots of them.

So says a recent representative sampling of Navymen and Marines, both officer and enlisted, ashore and afloat.

The results of a BuPers survey are now in. Among other things the survey pointed out that the men of the sea service read a lot more books than the average adult American.

A poll conducted last winter by a professional polling organization demonstrated that less than half the adult Americans questioned claimed to have "read a book all the way through" during the preceding 12 months. Not a very good showing—the Navy did considerably better. (Its survey, conducted by the Bureau of Naval Personnel, covered a 12-month period.)

All told, the Navymen questioned reported thousands of titles read. About a fifth of the officers and enlisted personnel reported reading books 10 hours per week during the 12 months covered by the survey. And 12 per cent of both enlisted and officer personnel spent 15 or more hours in book reading.

Half of the officers and 42 per cent of the enlisted group had devoted between five and 10 hours per week to reading books. Only 20 per cent of the officers and 30 per cent of enlisted personnel responded that they had read books less than two hours a week.

The average number of books read by the enlisted men polled came to four per year, and the average for officers was five. Contrast these figures with the national American average and you see the Navyman has a much higher rating. All but four per cent of the officers and 16 per cent of the enlisted men in the test group had read at least one book in the preceding 12 months. (There *is* room for improvement.)

The Navy survey conducted by the Bureau of Naval Personnel did much more than prove that men of the sea service enjoyed books and *do* read. It also revealed the broad

And That's a Lot of Books

Over 11,000,000 books have been added to Navy ships' and shore-based libraries during the past 10 years by the Library Services Branch of the Bureau of Naval Personnel. That adds up to a lot of books—and it doesn't include the volumes that were already in ship and station libraries.

Here are the figures:

- 1,300,254 copies of non-fiction hard-backs.
- 1,254,970 copies of fiction hard-backs.
- 8,836,159 paperbound pocket-books—fiction and non-fiction—for ships and personnel on maneuvers, etc.

Records in the historical files of the Navy show books being furnished, as far back as 1828, for the use of ships of war on cruises and for the Navy yards of the period. Those books, as today, were furnished from appropriated funds.

While it is not certain when a "library program" can be said to have gotten underway, the records do show a headquarters office in the Bureau staffed by a professional librarian as far back as 1919. In 1926 there were some 240 ships' libraries and 59 shore-based libraries. The shore-based libraries numbered more than 155,000 books, exclusive of those in the Navy Department, Naval Academy and the Naval War College. Libraries afloat numbered approximately 100,933 volumes.

The Navyman was a reader in those days also. In 1926, the circulation of books amounted to 848,-708.

Today, the Bureau of Naval Personnel Library Services Branch services a total of 1300 ship and station libraries. Of these, nearly 1000 are libraries afloat and 317 are shore-based libraries, plus numerous branch libraries and deposit collections.





VARIED PLACES—Navyman takes a break with a book at Pearl. *Rt:* Cool reading in a Sno-cat in Antarctica.

range of their interests and an interest in keeping abreast of new developments in today's rapidly changing world.

YOU'LL BE GETTING more and more of the kind of books you want in your ship or station library. Since the poll pointed out trends in service reading, it has provided valuable guidelines for the Library Services Branch of BuPers which is responsible for selecting and purchasing books for ship and station libraries, for ships stores and post exchanges that stock books and periodicals, and for commands ordering reading material from local funds.

Why do Navymen read? From officers and enlisted personnel came the same basic answers: to keep informed and for relaxation. Other important reasons, they said, were to improve naval proficiency and for special self-education.

Fiction rated high for relaxation, but the survey showed that even fiction reading has its serious side. In addition to more current fiction and best-sellers, some expressed a desire for "classics," better quality fiction, historical novels and historical-religious books.

On the non-fiction side, No. 1 on the list were books on naval or military history and science, strategy and tactics. They rated highest among officers and enlisted men.

Here are the officers' non-fiction choices, in order, after the top selection:

History, geography and travel; political science, government, international relations; economics, law, education and public administration; scientific books (mathematics, space, physics, chemistry, oceanography, etc.); technical books (aviation, engineering, electricity, electronics, radio, business, etc.); biographies; and books on general literature.

IF YOU ARE an enlisted man, check how your reading choices rate with those of your shipmates.

After naval and military history come the following, in order of popularity:

Books on science; technical books; history, geography and travel; biographies; and general literature.

The survey also asked questions about magazine and newspaper reading habits during the survey year.

In the magazine field, officers indicated that periodicals concerned with current affairs were the most widely read, followed by: military and naval subjects; sports; business; history; general literary; aviation and rocketry; hobbies; engineering and science; radio, television and electronics.

Enlisted men agreed with the first three choices of officers, followed by: mystery and adventure; hobbies; general literary; history, geography and travel. Also reported was an interest in periodicals in the fields of radio, television and electronics, and aviation and rocketry.

PLENTY OF BUSINESS—Library in *USS Independence* (CVA 62) is busy spot.







LOTS TO READ — Station library at Treasure Island and the library at NAS Point Mugu welcome visitors.

The pattern of newspaper reading varied according to whether men were stationed on board ship or at a shore activity, where newspapers are more readily available.

Front page and international news ranked high in interest. Three-fourths of the officers said that they read the editorials and columnists.

On the human side, two-thirds of both officers and enlisted men said they followed the comics. The same percentage went for the sports pages and local news.

WE WERE SURE of it, but here was proof. The survey points up the fact that men of the Navy and Marine Corps are "thinking men"—they read to keep informed, to improve professionally and to add to their knowledge in fields of special interest and endeavor.

Secretary of the Navy Korth, a firm believer in updating brains as well as hardware, recently appointed a special advisory committee of five well-qualified military and civilian personnel to select and recommend current books and magazine articles that will encourage the trend toward purposeful reading and stimulate intellectual growth and development.

Books chosen by the SecNav Naval Reading Program Advisory Committee will be made available to naval personnel through shipboard libraries and general libraries at shore bases, insofar as funds are available; and they may be borrowed by individuals directly through the Navy's Auxiliary Library Service Organization. Naval activities have also been encouraged to supplement their library collections from local funds and to enlarge their periodical subscription lists to include a wider range of magazines.

The Advisory Committee plans to publish a list of books on a quarterly basis. In preparation now is an extensive general reading list for all hands, consisting of basic as well as current books in the various fields in which they have expressed an interest. Periodic supplements to this list are also planned.

The reading hobby is like the proverbial snowball rolling down the mountain. One good article or book may lead to a quest for more information and other books, on the same or related subjects. Before you know it, you're an expert.

Navy Reading in the Thirties

Navymen have always been reading men, but in the old days books weren't always so easy to come by.

Richard McKenna, a retired U. S. Navy machinist's mate who has achieved no little fame with his novel of the Yangtze River gunboat days, *The Sand Pebbles*, recently told an audience at the University of North Carolina about some of the problems he encountered as an 18-year-old sailor in search of reading material on the China Station back in the Thirties. Other Navy old-timers will recall similar situations.

"Books were hard to come by and I found entertainment in more than one unlikely volume. Some ships had no libraries. Others had only a few western stories. I could not often afford to buy a new book. But in the thieves' market of Hong Kong I would sometimes find a few books for sale among the other junk. There was quite a good second-hand bookstore in Shanghai. And I soon learned that in the scores of cheap bookstores in Japanese cities there would usually be, far back in the rear, a few second-hand books in English.

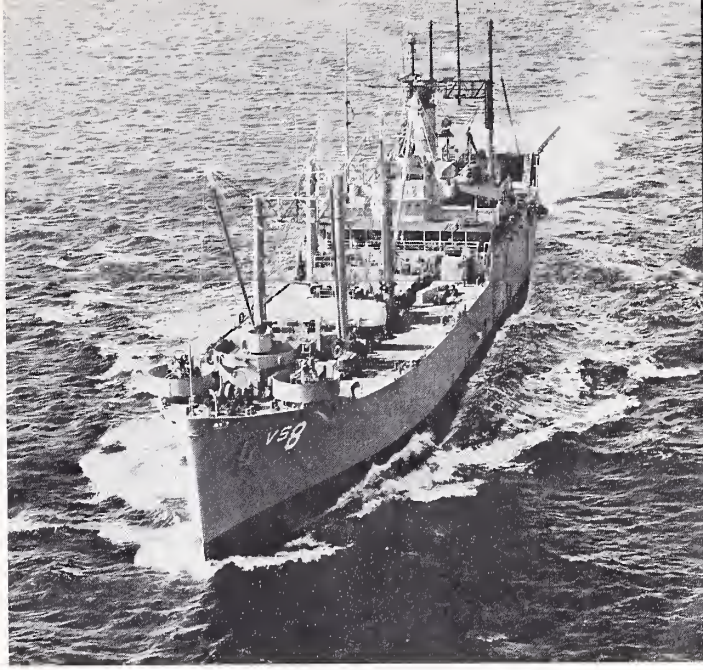
"Thus I did not lack for books, although I had to read a weirdly varied lot of them. Finding them in my trips ashore was one of my chief enjoyments. The only gripe I had was my trouble in keeping them once I had read them. Lockers for personal gear were designed to hold just the prescribed outfit of uniforms, provided that they were rolled or folded very compactly. There was no room for books. I would hide books away in crannies all over the engineering spaces the way a squirrel hides acorns. When I transferred to a new ship, I would just have to leave most of them. Now that I live ashore I will not relinquish any book."

Ship and station libraries, of course, date as far back as the days of the 19th century Navy (see page 44). But they varied from place to place, and the books in the personal possession of seafaring men were passed carefully from hand to hand.

It wasn't until after World War I that an organized library program got underway.

The Navyman today may take his shipboard or station library for granted, but it represents untold hours of planning and selection to maintain a well-read Fleet.





Fast Delivery—by Jupiter

THERE IS BUT one aviation supply ship in the U. S. Navy.

USS *Jupiter* (AVS 8) is her name and she calls Yokosuka, Japan, home. Her mission is to supply Western Pacific aircraft carriers with spare parts for aircraft, catapults and arresting gear.

She, with assistance from her 180-man crew, delivers millions of dollars worth of materials to Pacific Fleet carriers each year.

Included in her five cargo holds are more than 13,000 different parts ranging in cost from less than one cent to as much as $23,000.

Jupiter gets spare parts to her customers in three ways—fleet mail, in-port delivery and replenishment at sea.

Two methods are used in underway replenishments. If the parts are large and bulky the method of transferring them is the same as that used by other supply ships—alongside replenishment. But when the size of the cargo doesn't warrant this type of transfer, *Jupiter* makes use of her helicopter landing platform located on the fantail.

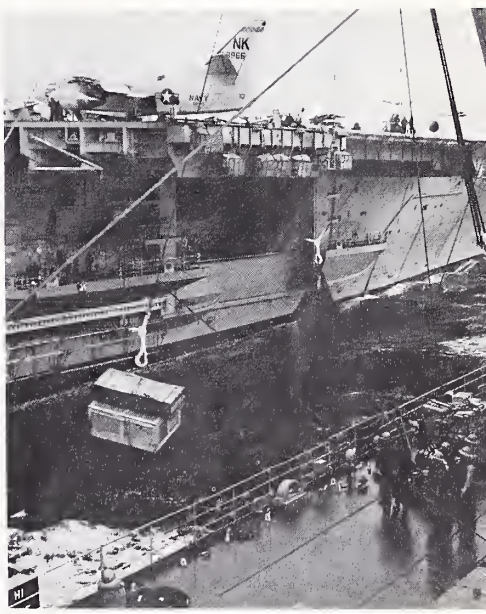
Installed in 1958, the landing platform has proven to be both a fast and convenient means of transferring cargo.

Jupiter hasn't always been an aviation supply ship. She started her career in 1939 as the merchant ship SS *Flying Cloud*. Later she was renamed SS *Santa Catalina*. In 1942 she was commissioned a cargo ship.

She was designated an AVS in 1947 and decommissioned later that year. Reactivated at the outbreak of the Korean conflict, she served with the First and Seventh Fleets until March 1955 when she was permanently homeported at Yokosuka.

Clockwise from top left: (1) Richard Jacques, AK3, USN, one of 28 aviation storekeepers serving in *Jupiter,* checks stock control cards. (2) *Jupiter* cruises in the Pacific. (3) Aviation spare parts are highlined from *Jupiter* to *USS Constellation* (CVA 64). (4) *Jupiter* supplymen stand by to load a helicopter from a Seventh Fleet aircraft carrier.

— Tommy Thompson, JO1, USN.





SERVICESCOPE

Brief news items about other branches of the armed services.

THE ARMY HAS BEEN road testing its solid-fueled *Pershing* missile and a full set of tactical equipment in Florida and is also taking it on a ride across country from Orlando to Cape Canaveral as part of a series of tests.

Pershing is being developed by the Army to replace the larger, liquid-fueled *Redstone* missile which has been operational for several years.

The testing included rough overland marches, simulated tactical exercises on unprepared terrain and missile firings by troops from Fort Sill, Okla.

The tactical equipment had been given a series of rough road tests on a bouncy course, before being transported to Cape Canaveral, to prove its capabilities to operate over practically any type of terrain.

Pershing is a two-stage selective-range weapon for field Army support, which makes it imperative that it be transportable on tactical vehicles like those used on the march.

The weapon is also designed to be moved by fixed-wing aircraft or by *Chinook* helicopters.

Components of the system can be lifted to the firing position by helicopters and assembled there preparatory to firing.

★ ★ ★

THE AIR FORCE F-4C, a high-speed tactical fighter plane which is a modified version of the Navy's high-flying F-4 *Phantom II,* is scheduled for extensive use by the Air Force's Tactical Air Command.

The first of the modified aircraft has been flown from Lambert Field, St. Louis, Mo., more than two months ahead of schedule. Plans call for the Air Force to buy several hundred F-4Cs this year, aiding in the modernization of its tactical air forces. A number of RF-4Cs specially equipped to handle reconnaissance missions, are also scheduled for procurement by the Air Force.



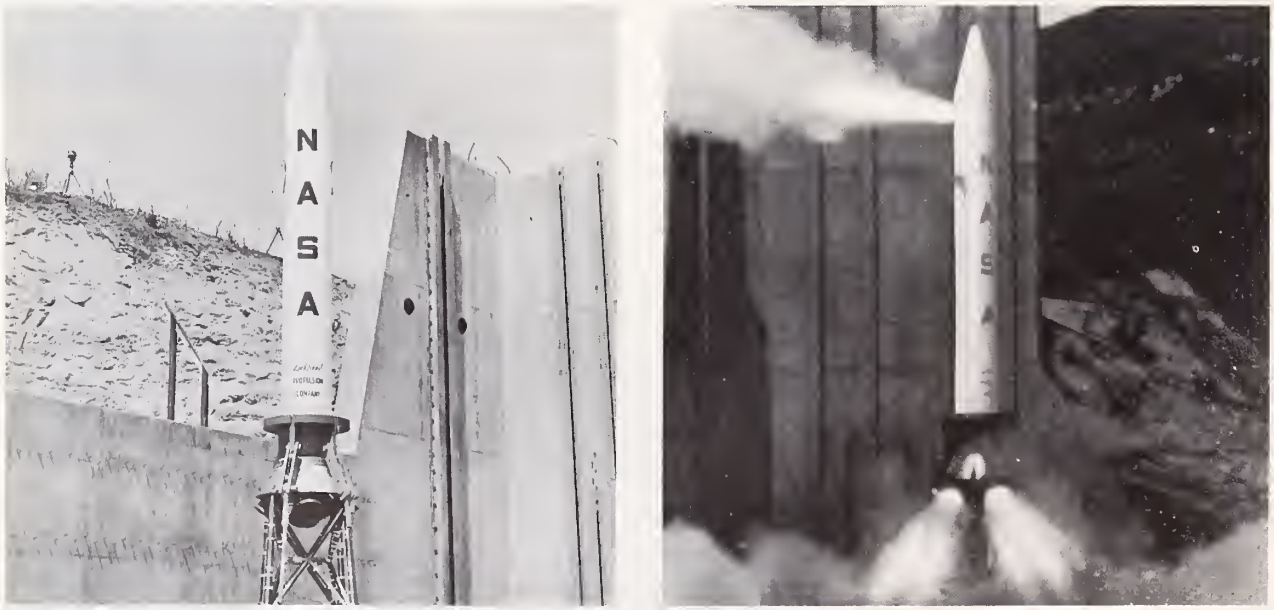
INITIAL SWIM — *Reliance,* first major cutter built by Coast Guard since WW II, is launched at Houston, Texas.

The F-4C is a two-place, twin-jet, all-weather fighter which can carry more than twice the conventional bomb load of the World War II B-17 heavy bomber. The external bomb racks are designed to carry a variety of weapons, including multiple launch rocket pods, napalm bombs, or nuclear weapons. *Sparrow* or *Sidewinder* air-to-air missiles are also part of the F-4C's armament.

Thus far, the *Phantom* has exceeded 1600 miles per hour and reached an altitude of 100,000 feet.

Air Force engineers determined that only minor modifications were necessary to convert the Navy aircraft to handle Air Force tactical missions.

Folding wings are to be retained on the F-4C, but will be set so that only the ground crews can manipulate them. Larger wheels, brakes and tires are required by the Air Force for use on paved and unpaved runways, and cartridge starters are being installed.



LAUNCH TIME — Complete *Apollo* launch escape system undergoes its first tie-down test firing near Beaumont, Calif.

THE TRICKY BUSINESS of detecting hidden land mines will be a lot less hazardous—and will take less time—if a new idea conceived by Army engineers proves successful in practice.

The Army's idea is to mount mine detectors on ground effects machines (GEMs), or floating platforms kept airborne by the downward thrust of air generated by large fans.

The platforms would skim over ground to be searched without exploding the mines—just detecting them.

The air-cushion detector/carrier would be eight feet in diameter and would do its work while airborne about six inches above the ground. It would be attached to the front end of a truck or other vehicle by means of a 20-foot boom, and could operate on or off roadways.

★ ★ ★

THE FIRST of the Air Force's two new advanced range instrumentation ships has been named USAFS *General H. H. Arnold*, in honor of the late five-star general and former Chief of Staff. Dedication ceremonies for *Arnold* were held at Port Canaveral, Fla., last May.

Arnold and her as-yet-unnamed sister ship are being fitted with sophisticated electronic gear designed to measure the track of ballistic missiles launched down the Atlantic Missile Range. When operational, they will provide tracking functions in areas of AMR not covered by land-based facilities.

The two ships will be heavily instrumented and, among other things, will have the newest in radar telemetry equipment.

The ARISs are expected to collect millions of bits of information as they go about tracking missiles.

★ ★ ★

THE ARMY'S armored training center at Fort Knox, Ky., competing with more than 100 other defense installations in 1962, has won the first annual Secretary of Defense Conservation Award.

Established in 1962, the award is designed to stimulate programs for the conservation of fish, wildlife and other natural resources at defense installations. A panel of judges selected Fort Knox from among six finalists (two from each military department) representing the more than 100 installations which entered the competition.

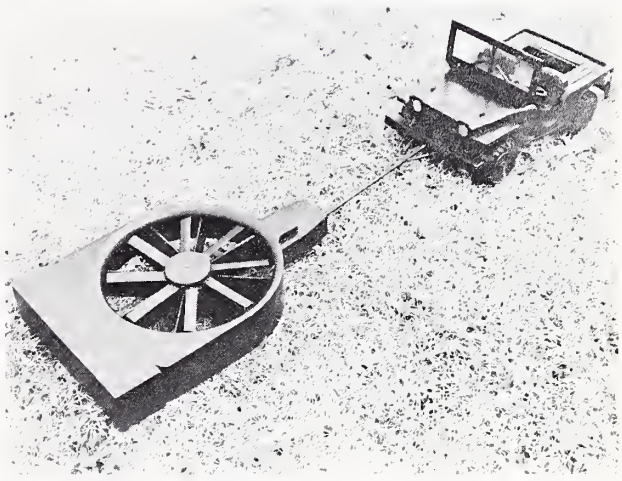
Runners-up were McChord Air Force Base, Wash., and Fort Huachuaca, Ariz. The three other finalists were Marine Corps Schools, Quantico, Va.; the Naval Air Station, Lakehurst, N. J.; and the Air Force Academy, Colorado Springs, Colo.

The award consists of two trophies, one of which will remain in the Office of the Secretary of Defense while the other becomes the permanent possession of Fort Knox. Plaques and citations go to the two runners-up.

Figuring largely in the selection of Fort Knox were its outdoor recreation and conservation programs involving base personnel, the civilian community and the Boy Scouts from a five-state area.

★ ★ ★

THE U. S. AIR FORCE is experimenting with two WB-66D aircraft which have been modified to reduce drag caused by air friction. Named X-21As, the planes are equipped with "laminar flow wings." Other modifications include engines relocated from under the wings to the after fuselage, and a laminar flow control pumping system in the former engine pod positions beneath the wings.

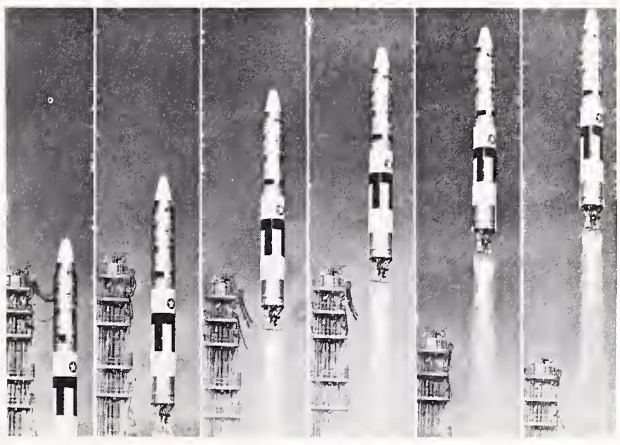


FLOATING platform mine detector, undergoing trials by Army, is designed for cross country search abilities.

If the experiment is successful, it is expected to increase range, load-carrying capacity and flight endurance of large aircraft. Military payoffs could include missile-carrying aircraft capable of staying aloft several days without refueling.

Laminar flow control removes the air layer which flows closest to the wing surface by sucking it through hundreds of tiny slots that run from the fuselage to the wing tips. These slots range in width from .003 to .010 of an inch. Beneath the slots are more than 815,000 tiny holes. The air then flows into ducts that take it to small turbo pumps. The turbo pumps exert suction through the system and also expel the air overboard. Removing the boundary layer next to the wing before it becomes turbulent allows the remaining thinner layer of air to flow smoothly over the wings, thus reducing friction drag.

The wing span of the planes has been increased from 780 to 1250 square feet.



LIFTING OFF — The *Titan II* missile is launched from Air Force Missile Test Center at Cape Canaveral, Fla.

THE WORD

Frank, Authentic Advance Information On Policy——Straight from Headquarters

• **BLUE ANGELS** — The Blue Angels flight demonstration team is looking for two topnotch jet pilots to fill vacancies which open next December.

The team requires Regular Navy aviators who have completed tours with Fleet squadrons, have had recent jet experience, and are on shore duty now or expect to be rotated ashore by December 1963.

Those interested may apply by writing to the Officer in Charge, U. S. Navy Flight Demonstration Team (Blue Angels), Naval Air Station, Pensacola, Fla.

Pilots selected for the team can expect three-year tours.

• **LEAVE RECORD** — A new leave page has been adopted for use in the service records of all Navymen and women on active duty.

The new form is officially called the Leave Record, Officer-Enlisted, NavPers 601-8, Rev. 1-63. With its adoption, the same leave page can be used in both officer and enlisted records. In the past, different forms were maintained.

The new leave page is divided into eight columns. At a glance, you and your leave yeoman can see exactly how many days you have taken in the past, when you took it, and how much you have left on the books.

Leave yeomen can find instructions for the preparation and maintenance of the new form in BuPers Notice 1070 (dated 21 May 1963). This directive also contains up-to-date instructions for computing and verifying leave, and the steps to take when excess leave warrants a checkage of pay.

Individual commands have been told to ignore certain articles of the *BuPers Manual* which conflict with the new leave directive. Conflicting portions of the *Manual* will be reworded with appropriate changes.

As for leave itself, you will still earn two and one-half days a month, 12 months a year, throughout your active duty hitch.

The new leave tables provided in the Notice will enable you to determine at a glance how much leave you will earn from a given date until the end of the fiscal year and how leave is earned for portions of a month.

Other changes announced in BuPers Notice 1070 are, for the most part, of administrative concern only to your personnel office.

• **BAQ OVERPAYMENT** — If you claim a child over 21 who is still attending school as a dependent for income tax purposes, this does not mean that you may claim BAQ for him. Several cases of this nature have recently come before the Navy Finance Center Waiver Board.

As a rule in these cases BAQ has continued to be credited to a Navyman for a child over 21 years of age who is neither physically incapacitated nor mentally defective. When the situation eventually comes to light, the BAQ on behalf of the child is discontinued, but a large overpayment has resulted.

When the resultant checkage is made on his pay record, the Navyman usually requests a waiver of the overpayment. He takes the attitude that, as the child is still going to school and, because it is possible to claim him as a dependent for income tax purposes, he should be able to claim BAQ for him.

It doesn't work that way. The income tax laws have no relation to the laws which pertain to BAQ. The BAQ law prohibits entitlement to BAQ for any child over 21 years of age unless that child is physically incapacitated or mentally defective. It is your responsibility to take action to have BAQ stopped when your child reaches 21.

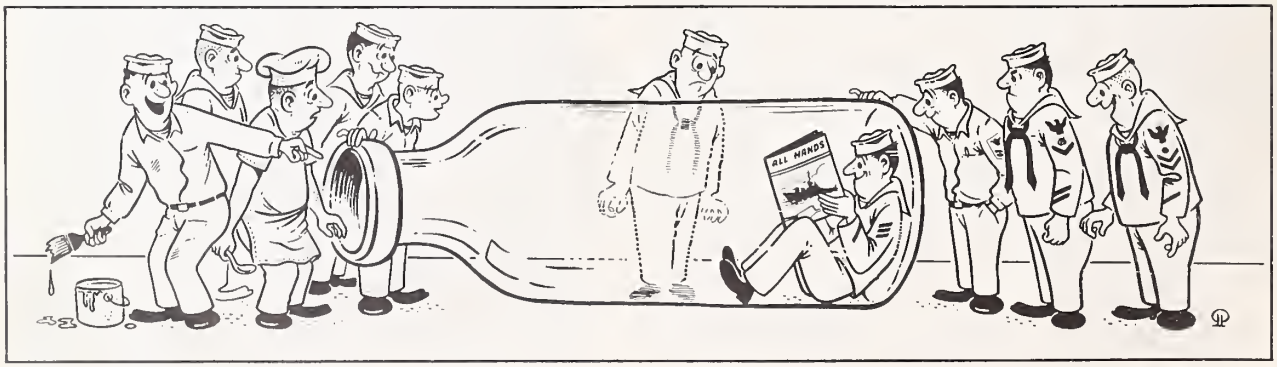
Failure to do so will result eventually in a checkage, as this type of overpayment is not subject to waiver.

• **NSLI, USGLI WAIVERS** — If you are a permanent plan NSLI or USGLI policyholder, are paying premiums by allotment, and have not notified the Veterans Administration to terminate your in-service waiver of premiums, the financial future of your family may be at stake in the event something should happen to you. Your family might also be affected if you still have term insurance under in-service waiver of premiums.

When you have your NSLI or USGLI insurance under waiver it means you are giving up the benefits of the Survivors Benefits Act.

The Serviceman's and Veteran's Survivors Benefits Act, which went into effect on 1 Jan 1957, established a new system of compensation for death resulting from a disease or injury incurred or aggravated in line of duty. It was Dependency and Indemnity Compensation (DIC).

Before that time NSLI and USGLI permanent policyholders were pay-



DON'T BOTTLE UP ALL HANDS — Remember, there are nine other Navymen waiting, so pass this copy along.

ing only a portion of their insurance premiums, and the Government was paying the rest. Term insurance policyholders were having their entire policies paid for by the Government.

Under the new law each policyholder was then given an option either to continue his policy as it was OR cancel his in-service waiver and commence paying his own premiums.

What some don't realize is that under Public Law 881, if you die while you have NSLI or USGLI in force UNDER IN-SERVICE WAIVER of premiums, no dependency and indemnity compensation under the Survivors Benefits Act will be paid to your family. You would come under the old law, and this could mean a substantial loss to your widow, children, or both.

Generally, married men can provide better for their survivors by canceling their in-service waivers and resuming payment on their NSLI or USGLI policies. In this way their survivors are eligible for full benefits under the Survivors Benefits Act *and* for the NSLI or USGLI insurance on which you have been paying premiums. Excellent counseling information is contained in NavPers I5947 for those in doubt about the best thing to do. (In the case of men with five or more children, check with your insurance officer about benefits under the old and new laws).

Do you know whether or not your insurance is still under waiver?

In the case of *term insurance*, if you register an allotment for payment of premiums, the in-service waiver of premiums will be canceled automatically. If you are NOT paying premiums on term insurance, AND if you have NOT canceled the in-service waiver of premiums, your policy is still in effect, BUT under waiver. Check on this now.

The best thing to do, if there is any doubt in your mind, is to write to the Veterans Administration Insurance Center, 5000 Wissahickon Avenue, Phila., Pa., and ask them to terminate the waiver, and you then resume the premium payments. We repeat: In this way and only this way, your dependents get the full benefits of both NSLI (or USGLI) and the Survivors Benefits Act.

If you write VA and terminate the waiver, but don't resume the premium payments, the policy will then lapse automatically. In such cases your dependents will be covered by the Survivors Benefits Act, but not by the NSLI or USGLI insurance. (Talk with your insurance officer first before you give up your insurance; he can explain its top money-for-money value).

In the case of *permanent plan* insurance, even if you have an allotment for payment on your insurance, it may still be under waiver. (This is because your allotment may not cover the full insurance premium, only part of it.) Many permanent plan policyholders paying premiums by allotment figure that no further action is necessary on their part to terminate waiver. *This is not true.*

If you want to cancel your waiver on a *permanent* plan policy, submit a request in writing to the Veterans Administration, "to cancel Section 622 waiver." As always, when writing to the VA, make sure you include your full name, present and previous service or file number, date of birth, policy number or numbers (if known), and permanent mailing address.

Confused? Insurance can be confusing to any one. The best thing is to see your insurance officer now.

• **DUTY-FREE GIFTS** — Here's good news for gift-giving Navymen stationed overseas. The Commissioner of Customs says the value of gifts that may be mailed into the U. S. free of duty and tax will remain at the present $10 limit—at least for a while.

For several months the Customs people have considered chopping off the tax and duty-free gift package privilege virtually altogether, owing to widespread abuses which cropped up in recent years. Principal abuses, which make parcels subject to seizure by Customs, included:

• Falsely labeling packages as "gifts."

• Claims that gifts do not exceed the $10 value limit, when it is known that they do.

• Splitting a gift shipment, such as a set of chinaware valued at more than $10, into smaller parcels valued at less than $10 each.

Wide publicity given the contemplated reduction resulted in a major decrease in abuses.

Now, says Customs, if abuses continue to be kept at a minimum, a reduction may not be necessary.

HERE'S YOUR NAVY

In the Navy, as every place else, that which is here today is frequently gone tomorrow. However, two items which the Navy has managed to hang onto with some tenacity are ships and boatswain's mates.

As everyone knows, ships have changed considerably since the Navy first became official. Every Navyman would know, if he stopped to think about it, that the boatswain's rating has changed considerably to reflect the changes in the Navy.

From the old days (when the authority of the boatswain's mate first established itself) to World War II and into the era of the Nuclear Navy, the rating has kept pace with the changing needs of ships.

What intrigues us these days is the aviation boatswain's mate rating. It got started during the latter part of World War II. Between the advent of naval aviation and the time the aviation boatswain's mate rating was established, the duties now assigned to the ratings were performed by Navymen from several aviation ratings that were later combined into what are now the AD and AM ratings.

As aircraft became faster and heavier, however, aircraft launching and recovery equipment became more powerful and complex.

It didn't take long for it to become readily apparent that specially trained personnel would be needed to maintain and operate this equipment.

The launching and recovery systems weren't the only things which needed specialized handling, either. There were also needs for men who could cope with aviation fueling systems, inert gas and carbon dioxide protective systems and aircraft handling. New ratings were added but there has always been plenty to keep the boatswain's mate and his aviation counterpart busy.

It is anybody's guess what boatswains' mates of the future will be. It wouldn't surprise us, however, if the sons of present day boatswains' mates found themselves manning the decks of space stations, launching and refueling space vehicles on the way from earth to some other planet in our solar system and back again.



THE BULLETIN BOARD

Biweekly Pay Schedule Meets Approval of Most Navymen During Trial Period

After a six-month test, in which Navymen and Marines at selected activities were paid every two weeks, instead of twice a month, the Navy is encouraging all commands to adopt the biweekly payday system.

During the test, three surveys indicated a widespread acceptance of biweekly pay by Navymen and their wives. Of those surveyed, 81.3 per cent preferred it, 13.5 per cent did not, and 5.2 per cent indicated no preference.

Major advantages are the elimination of paydays which span three weekends, easier personal budgeting, due to paydays being on a definite day of the week and, for most individuals, payment of the same amount each payday.

Most of the test activities experienced a leveling of the monthly administrative workload and some decrease in special payments. The major criticism concerned the withholding of a small portion of the earned pay. However, the test questionnaires indicated that after the initial adjustment, regularity and the increased number of paydays compensated for the small amounts withheld.

In the biweekly system any day of the week is selected as the regular payday. The selection is made to best meet such local conditions as banking facilities, shopping opportunities and operating schedules. The amount paid is computed using one of the three methods outlined in SecNav Notice 7220 of 10 May 1963.

When a regular payday falls on a holiday, the payday is customarily scheduled for the day before the holiday, unless there are local circumstances which dictate otherwise.

Before adopting the biweekly pay system, commanding officers have been instructed to make sure all personnel understand how it works, what effect it will have upon their pay and why it will be advantageous to them and their families. In addition, an information program in advance permits the necessary rearrangement of payments of personal bills to conform with biweekly pay.

While the increase in frequency of paydays will not result in more pay, the change may be expected to ease some of the timing problems many Navy families have.

If, after implementing this change, commanding officers would like to survey their commands to determine how to improve the system, the Navy Comptroller, upon request, can assist by furnishing test questionnaires and instructions.

SPACERS



"Dad, can you tell my friend the fastest way to get to Saturn?"

Attache Duty for Waves Authorized in Certain Ratings

The office of the Naval Attache, Buenos Aires, Argentina, is soon to receive a chief yeoman who claims to be unlike any other chief ever assigned to attache duty. This chief is a Wave.

Winifred F. Bishop, YNCA, USN, has been ordered to Buenos Aires for a three-year tour of duty under the provisions of a forthcoming change in Chapters 6 and 14 of the *Enlisted Transfer Manual*. This change will permit Waves to request attache duty if they are YN, DK or SK in pay grade E-6 or above. Applicants must be unmarried, possess outstanding service records, and be eligible for Top Secret clearance.

Promotion Opportunities Just Fine for Officers In Nuclear Sub Program

WANTED: *Outstanding officers to serve in nuclear submarines. The Secretary of the Navy has announced that an urgent need exists for outstanding sea experienced officers to enter nuclear power training for assignment in the rapidly expanding nuclear submarine program.*

Secretary Korth further commented concerning the enhanced promotion opportunity to be offered to outstanding officers serving with the nuclear submarine program.

"Association with one of this nation's highest priority programs provides unprecedented opportunities to increase professional qualifications and potential. Selection boards have been and will continue to be appropriately advised to give enhanced opportunities for promotion to outstanding personnel in the nuclear power field. Outstanding officers serving in nuclear submarines continue to have an enviable record of success in being promoted ahead of many of their contemporaries," he stated.

During this fiscal year it is expected that about 200 officers with the rank of LCDR or below will enter nuclear power training. Applications are desired from all eligible officers who are interested in the program. These applications should be forwarded without delay.

Commanding officers have been instructed to see that officers eligible for this program are informed of the need for applicants and of the increased promotion opportunities for those selected.

Also, interested officers are encouraged to visit nuclear subs in port and to make indoctrination cruises whenever possible.

For the details on eligibility see BuPers Inst. 1520.88.

Selected officers will receive a six-month course of academic instruction, followed by six months of nuclear plant operation. Those volunteering for submarine duty will receive an additional six months' training at New London.

Overpayment Can Mean Trouble for Everyone

Some "safety precautions" have been published for the benefit of Navymen and civilians assigned to administrative, disbursing and personnel work affecting pay and allowances.

According to a recent General Accounting Office report, during four fiscal years ending in 1961, one and one-quarter million overpayments to armed forces personnel totaled over $100 million. Although most of this money was recovered, its collection involved considerable expense and, at times, morale problems.

The report does not state what portion of these erroneous payments can be attributed to the Navy. However, significant errors were detected in these areas:

• *Reenlistment bonus:* Failure to recoup unearned portions of the bonus when a member, due to his own misconduct, or voluntarily, does not complete the term of enlistment for which he was paid a bonus; erroneous payments in excess of the statutory $2000 maximum; paying bonuses for periods of reenlistment extending beyond 20 years; paying at erroneous rates of basic pay; and paying bonuses erroneously to members in a pay grade that does not warrant a bonus or to members during recruit training.

• *Allotments:* Forwarding allotment checks after payroll deductions have been stopped; continuing allotments during substantial periods in which members are in non-pay status; paying allotments after discharge of a person; and paying allotments when payroll deductions are not being made.

• *Leave rations:* Failure to charge periods of authorized absence on the leave record (this error can be the cause of serious morale problems later, and, if not detected, eventually results in a considerable loss to the government, as the member receives payment of basic pay and appropriate allowances for an excess number of days of unused leave at the time of discharge); among other errors is the filing of PCS orders in service records with no action to account for leave taken en route.

• *Basic allowance for quarters:* Paying at erroneous rates; continuing allowances in behalf of dependents after entitlements have ceased; and clerical errors. One more bothersome problem in this area is in determining entitlement to BAQ for those members without dependents.

• *Dislocation allowance:* The following types of unauthorized payments were detected in this area: Dislocation allowance paid to the member when his dependents did not travel to a bona fide residence at the new station; when the household was not actually relocated; when members reported to their first duty station upon entry or reentry to active duty; when travel was performed before issuance of PCS orders; when the member did not have dependents; and when permanent change of station was within the same metropolitan area or to a hospital for treatment.

• *Advance pay:* Authorizing advance pay on PCS when insufficient obligated service remains in which to make an ordinary liquidation; and failing to carry forward unliquidated balances onto new pay records.

• *Basic allowance for subsistence:* Paying BAS when subsistence in kind is furnished during periods that members are in a travel status and receiving per diem allowance; and not deducting BAS for periods while members are on leave or in an unauthorized leave status.

• *Basic pay (longevity):* Overpayments result if the disbursing office does not receive an adjusted pay entry base date from the personnel office for reason of periods of lost time.

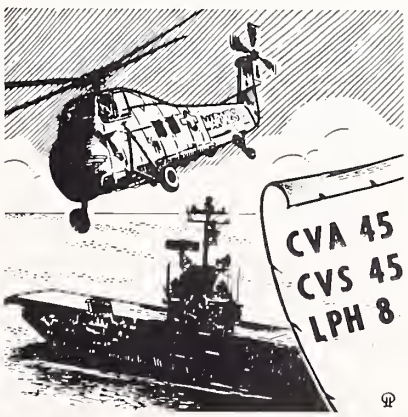
WHAT'S IN A NAME

Happy Valley's Triple Career

Since her long, tapered keel was first laid down in 1944, USS *Volley Forge* has had a triple career. One of the Essex-class carriers ordered for World War II, she has served as a ship in three classifications. Her missions have been numerous, of many types, and all have been performed with distinction.

Known to carriermen as "Happy Valley," the 30,000-ton ship was first commissioned as an attack aircraft carrier (CVA 45), a designation that over the years has been reserved for the biggest, toughest carriers the Navy could put together.

At the time of her commissioning in 1946, *Valley Forge* was well qualified to serve as a CVA. She was big for the times, measuring nearly 890 feet in length, 93 feet across the beam and 136 feet across the widest portion of her flight deck. She could carry nearly 110 aircraft, and was fitted with numerous guns of various caliber.



***Happy Valley* spent about two years in the Korean combat zone and, according to Pacific Fleet historians, launched the first American carrier-based aircraft strike of the Korean conflict, and the first American carrier-based jet plane ever used in actual combat, scoring the first Navy kills in aerial combat in Korea by shooting down two Yak-9s over Pyongyang.**

By 1952 the jet age was well underway and the need for larger attack carriers was well established. The keels of the 60,000-ton *Forrestol* (CVA 59) and *Sorotoga* (CVA 60) were laid, and *Valley Forge* went into the yards for conversion to antisubmarine support carrier status. In January 1954 she rejoined the Fleet as CVS 45, the first flagship of ASW Task Group Alfa, formed in April 1958 as an experimental force that pioneered modern antisubmarine warfare methods and accelerated the development of ASW tactics, doctrine and equipment.

The second life of *Happy Volley* lasted seven years, during which she distinguished herself by improving and perfecting hunter-killer techniques, and made national headlines in 1960 when she retrieved the nose cone of a space shot from Cape Canaveral.

On 1 Jul 1961, after another major facelifting, *Valley Forge* began a new life as an amphibious assault landing ship (LPH 8).

She now specializes in vertical envelopment carrying Marines and helicopters ready to land on troubled beachheads.

Navy Relief Society Lends a Helping Hand in Time of Need

NAVYMEN FOR MANY YEARS have had reason to be thankful for the existence of a Navy Relief Society.

During the past year, as usual, help has been extended to Navymen in a number of ways. They range from aid in an emergency to a sailor, his wife and sick child, to care for the long stream of refugees from Guantanamo Bay.

The case of the distraught sailor began during lunch time at Navy Relief's headquarters office in Washington, D. C. The sailor had been sent to Washington on a humanitarian transfer so his baby could be treated at the Naval Medical Center, Bethesda, Md., for a heart defect.

Lost in Washington, the young man had started at the top of the official ladder by inquiring as to where he should go. He was referred to the Navy Relief Office. When he reached the office he was overcome with fatigue and worry.

He and his family had driven from Wisconsin, and they were tired and hungry.

One of the first things the Navy Relief people did was get the wife and baby out of the car, and something to eat for the whole family.

While they were having lunch, Navy Relief workers made arrangements for the man to get the baby to the hospital and contacted the chaplain at his new duty station to find out where the man should report.

A yeoman in the chaplain's office volunteered to share his apartment with the family for the next two weeks while they looked for a place of their own. In a matter of minutes, the baby was in the hospital receiving expert attention, the Navyman and his wife were temporarily settled, and the outlook for the future looked considerably brighter—thanks to Navy Relief.

The Navy Relief Society provides assistance in lots of ways. Take loans, for example.

The number of loans which the Navy Relief makes without interest charges or collateral dropped last year. The society takes this to be an indication of better financial planning on the part of Navymen since, in the past, many of the loans it made were necessitated by short-sighted or over-optimistic management of family finances.

Even though the number of loans diminished last year, still 51,722 of them were made, totaling well over three million dollars.

The Navy Relief Society also made 15,661 outright grants, totaling more than 844 thousand dollars. This money was given to especially hard-put Navymen and families without any obligation on their part to pay it back.

In the Cuban crisis Navy Relief helped collect diapers and other baby gear, plus clothing for older children and adults, to be ferried to ships carrying refugees from tropical Guantanamo Bay to a freezing Norfolk.

It was also on hand at Norfolk to supply those who needed it, with money for travel. However, because of advance pay arrangements made by the Navy, only a comparatively few needed to ask for this kind of assistance.

In addition, Navy Relief took care of situations which arose incidental to the Cuban crisis in such areas as Camp Lejeune, Key West and Camp Pendleton, where rapid, secret deployment of troops and ships left no time for men to make allotments to their families.

Many were accustomed to receiving a pay check at home each pay day. With the head of the house away on duty, families living in government housing were left with no BAQ allotment available and, in many cases, no voluntary allotment to meet household expenses.

It wasn't a matter of not having money, it was a case of its not being in the right place. This story, of course, didn't cut much ice when the bills came due, but Navy Relief alleviated the situation with loans to families temporarily in need.

The Navy Relief Society works on the assumption that Navymen want to maintain their independence, and offers its assistance much in the same spirit that a close friend would offer assistance to a buddy.

It has no intention, of course, of maintaining a Navyman indefinitely.

The Society exists to lend a helping hand when, for some reason or other, the going gets rough. When it makes a loan it does so without interest charges and with no more collateral than the Navyman's word that he will pay it back on the terms agreed upon.

In some cases, where repaying the money would create great hardship, the Society considers it a gift.

Many times, Navymen come to

Financial Emergency? Check with Navy Relief

The Navy Relief Society is an organization to aid Navymen temporarily in distress because of unforeseen emergencies.

In many such cases, it supplies the Navyman or his family either with a loan or an outright grant or a combination of both. At times, it may also convert a loan to a grant when the recipient cannot afford to repay the loan.

Here are some examples of situations in which financial aid might be granted:

Active duty or retired Navymen can call upon the Navy Relief Society for loans to cover basic necessities while awaiting delayed dependency allotments or in other emergencies for which family resources are temporarily inadequate.

When a Navyman dies, the Society may help his widow, minor children or dependent parents to obtain their basic needs until they receive government benefits.

It might even help the widow get back to her family and finance a training course to help her earn her own living. In some cases, it provides assistance to the widow to enable her children to remain in school.

There are also the sort of cases which may consist simply of advice from persons qualified to give it, or help in obtaining someone to care for the children in an emergency situation. (See article, this page.)

Through these loans, grants and services the Navy Relief Society makes an important contribution to Navy morale and to the security and peace of mind of the individual Navyman and his family.

the Society with their personal problems, and frequently get expert counseling from people who are at a better vantage point than the ones who are emotionally involved.

At other times, Navy Relief is able to find ways of caring for children while one or both of their parents are disabled.

Navy Relief carries on its work with only a handful of paid employees, whose salaries are paid from income accruing from the Society's investments. These investments are largely in the form of stocks and bonds which have come to the Society as bequests.

The Navy Relief Society's great personnel strength comes primarily from its corps of more than 6600 volunteer workers, who give their time without compensation.

Any Navyman or Navy dependent who wants to ask for help can go to one of these workers for it, or he can write to the Navy Relief Society's Headquarters in Washington, D. C., or to any of its 49 auxiliaries.

Auxiliaries are located at:

The Marine Corps Supply Center, Albany, Ga.

Naval Training Center, Bainbridge, Md.

Balboa, C. Z.

Camp Lejeune, N. C.

Camp Pendleton, Calif.

Marine Corps Air Station, Cherry Point, N. C.

Submarine Base, New London, Conn.

Naval Air Station, Dallas, Tex.

Washington, D. C. headquarters of NRS.

Naval Air Station, Alameda, Calif.

Marine Corps Air Station, El Toro, Santa Ana, Calif.

Naval Training Center, Great Lakes, Ill.

Guantanamo Bay, Cuba.

Naval Base, Norfolk, Va.

Naval Air Station, Jacksonville, Fla.

Naval Base, Key West, Fla.

Naval Air Station, Lemoore, Calif.

Naval Station, Long Beach, Calif.

Naval Shipyard, Mare Island, Calif.

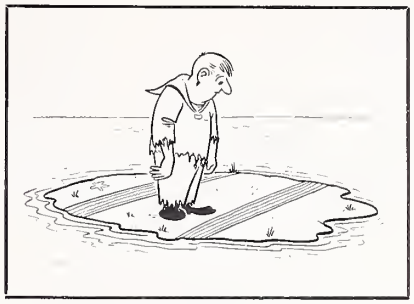
Boston, Mass.

Naval Air Station, Memphis, Tenn.

Naval Academy, Annapolis, Md.

Naval Base, Portsmouth, N. H.

NAS, Lakehurst, N. J.



Naval Station, New Orleans, La.

Naval Shipyard, Brooklyn, N. Y.

Naval Station, Orange, Tex.

Marine Corps Recruit Depot, Parris Island, S. C.

Naval Base, Philadelphia, Pa.

Naval Air Station, Pensacola, Fla.

Naval Shipyard, Bremerton, Wash.

Marine Corps Schools, Quantico, Va.

Naval Air Station, Quonset Point, R. I.

Naval Base, Newport, R. I.

Naval Station, San Diego, Calif.

San Francisco, Calif.

Naval Supply Depot, Seattle, Wash.

Naval Air Station, Corpus Christi, Tex.

Naval Base, Charleston, S. C.

There are also Navy Relief Society offices for Alaska, Bermuda, Hawaii, London, Japan, the Marianas Islands, the Philippine Islands, Puerto Rico, Sigonella (Sicily) and Trinidad, BWI.

HOW DID IT START

BuPers

When the Navy established the bureau system in 1842 there was no Bureau of Naval Personnel, or any equivalent to it. The Secretary of the Navy handled the appointment, assignment and promotion of officers. Ship captains usually recruited crews from the area near a ship's home port, and for only one cruise at a time.

When the Civil War broke out in 1861, assignment of naval personnel became more complicated. To handle the problem, Secretary of the Navy Gideon Welles set up the Office of Detail, which looked after officer appointment, instruction and assignment.

In 1862 the newly created Bureau of Equipment and Recruiting took over the recruiting of enlisted men. It has been explained that recruiting was connected with equipment because providing a ship with a crew was akin to equipping it.

The Bureau of Navigation was established the same year—1862. Some of the first activities assigned to it were the Naval Observatory, Nautical Almanac Office, Hydrographic Office and the Naval Academy, since it was intended as a scientific bureau.



However, at the end of the Civil War, Secretary Welles transferred the handling of all officer personnel matters from the detail office to the Bureau of Navigation. Then, in 1889, Secretary of the Navy Tracy reassigned the duties of the bureaus, bringing the handling of enlisted personnel under the control of the Bureau of Navigation.

BuNav gradually lost its technical duties and, when World War II broke out, was primarily concerned with personnel administration, although the Naval Observatory and Hydrographic Office were still under its control.

Shortly thereafter, these activities were placed under the control of the Chief of Naval Operations and, in 1942, the Bureau of Navigation was renamed the Bureau of Naval Personnel.

From the small Office of Detail where clerks once wrote up orders with pen and ink, BuPers has developed into a complex organization, using such modern equipment as electronic computers and data processing machines.

BuPers recruits, trains and distributes all naval personnel—officer and enlisted. It looks after the welfare, promotion and discipline of Navymen; operates all training centers and recruiting stations; and maintains liaison with the other armed services of the Department of Defense on personnel matters.

Among the past Chiefs of the Bureau of Navigation and Bureau of Naval Personnel are such well-known figures as Admirals David D. Porter, who was chief for the month of August 1865; William D. Leahy, June 1933-June 1935; and Chester W. Nimitz, June 1939-December 1941.

Seavey Segment Three Orders Will Start Going Out on 1 October

If you're in one of the ratings of Seavey Segment Three, you may now check your basic eligibility for transfer ashore. Sea duty commencement cutoff dates for these ratings were set forth in BuPers Notice 1306 of 18 May 1963.

The Seavey listing of men eligible for transfer under this segment will be received in the Bureau of Naval Personnel about 1 Oct 1963. At that time, the first Segment Three orders will be issued, directing the transfer of men in February 1964. No inquiries as to the Seavey status of individuals eligible for Seavey Segment 3-63 can be answered before 1 Oct 1963.

Commanding officers may check column W of the *Enlisted Distribution and Verification Report* (BuPers Report 1080-14) which identifies a man's Seavey status through a four-position code. This code is explained in the *Instructions for the Naval Manpower Information System.* NavPers 15,642, Part I (Active). This code will normally answer all questions concerning Seavey status.

Men serving overseas, who are eligible for Seavey, must have one year of obligated service remaining from the month their overseas tour expires to receive shore duty orders. Those who do not must indicate on their Seavey rotation data cards an agreement to extend their enlistment.

Otherwise, they will be reassigned to sea duty or extended by the appropriate Fleet Enlisted Personnel Distribution Office.

Below are the sea duty cutoff dates for the third segment. Senior and master chiefs have the same cutoff dates as those in pay grade E-7, unless otherwise indicated.

RATE	DATE
ADCM, ADCS	FEB 1962
ADRC, 1, 2, 3, ADRAN	FEB 1962
ADJC, 1, 2, 3, ADJAN	FEB 1962
AT/ALC, 1, 2, 3, ATAN	FEB 1962
AXC, 1, 2, 3, AXAN	FEB 1962
AOC	DEC 1961
AO1, 2	JUN 1961
AO3, AOAN	FEB 1962
AQC, 1, 2, 3, AQAN	FEB 1962
ABC	DEC 1961
AB1, 2	SEP 1961
AB3, ABAN	JUN 1961
AEC, 1, 2, 3, AEAN	FEB 1962
AMC, 1, 2, 3, AMAN	FEB 1962
PRC	FEB 1962
PR1	DEC 1961
PR2, 3, PRAN	FEB 1962
AG1, 2	DEC 1961
AG3, AGAN	FEB 1962
AKC, 1, 2, 3, AKAN	FEB 1962
PHC, 1, 2, 3, PHAN	FEB 1962
PTC, 1, 2, 3, PTAN	DEC 1961
HMC, 1, 2, 3, HN	FEB 1962
DTC, 1, 2, 3, DN	FEB 1962

Year of Obligated Service Is Key to Seavey Tour Date

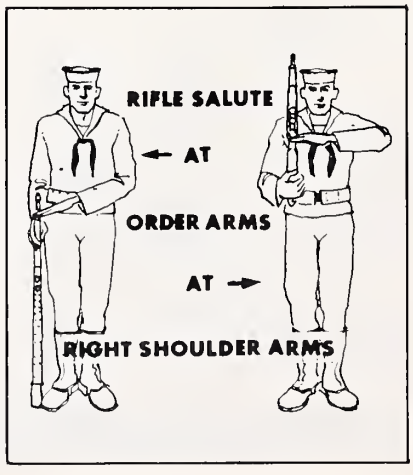
Seavey detailers in the Bureau of Naval Personnel have noted many cases in which men completing overseas tours do not understand why they have received 14-month extensions of duty.

The explanation is that men on overseas tours and on each new Seavey segment, who do not have a year of obligated service from the month the overseas tour expires, will be extended on sea duty and may be reassigned. Each man should remember that he is usually considered for assignment four months before his rotation date. If the required obligated service is not indicated at that time, the 14-month extension will be applied. His status will not change if the obligated service is acquired after the extension is applied.

BuPers Notice 1306 of 18 May 1963 announced sea duty commencement cutoff dates for Seavey segment 3-63 and called attention to the obligated service requirements.

If you are on Seavey, or if you anticipate making the next Seavey, it would be wise to review this Notice.

Grains of Salt—



List of Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Motion Pictures

Love is a Ball (2322) (C) (WS): Comedy; Glenn Ford, Hope Lange.

Hud (2323) (WS): Drama; Paul Newman, Patricia Neal.

Only Two Can Play (2324): Comedy; Peter Sellers, Mai Zetterling.

A Face in the Rain (2325): Drama; Rory Calhoun, Marina Berti.

Five Fingers (2326): Melodrama; James Mason, Danielle Darrieux (Re-Issue).

Walk East on Beacon (2327): Drama; George Murphy, Virginia Gilmore (Re-Issue).

Follow the Sun (2328): Drama; Glenn Ford, Anne Baxter (Re-Issue).

The Pride of St. Louis (2329): Drama; Dan Dailey, Joanne Dru (Re-Issue).

Come Fly With Me (2330) (C) (WS): Comedy Drama; Dolores Hart, Hugh O'Brian.

I Could Go On Singing (2331) (C) (WS): Musical Drama; Judy Garland, Dirk Bogarde.

Black Gold (2332): Drama; Diane McBain, Philip Carey.

The Wrong Arm of the Law (2333): Comedy; Peter Sellers, Lionel Jeffries.

People Will Talk (2334): Comedy; Cary Grant, Jeanne Crain (Re-Issue).

Where The Sidewalk Ends (2335): Drama; Dana Andrews, Gene Tierney (Re-Issue).

The Black Rose (2336): Drama; Tyrone Power, Cecile Aubry (Re-Issue).

Coroner Creek (2337): Western; Randolph Scott, Marguerite Chapman (Re-Issue).

Come Blow Your Horn (2338) (C) (WS): Comedy; Frank Sinatra, Barbara Rush.

It Happened At The World's Fair (2339) (C) (WS): Elvis Presley, Joan O'Brien.

The Main Attraction (2340) (C):

Drama; Pat Boone, Nancy Kwan.

Operation Bikini (2341): Drama; Tab Hunter, Frankie Avalon.

711 Ocean Drive (2342): Drama; Edmond O'Brien, Joanne Dru (Re-Issue).

The Day The Earth Stood Still (2343): Science Fiction; Michael Rennie, Patricia Neal (Re-Issue).

Tokyo Joe (2344): Drama; Humphrey Bogart, Florence Marly (Re-Issue).

Dreamboat (2345): Melodrama; Clifton Webb, Ginger Rogers (Re-Issue).

Island of Love (2346) (C) (WS): Comedy; Tony Randall, Robert Preston.

The Yellow Canary (2347) (WS): Drama; Pat Boone, Barbara Eden.

The Nutty Professor (2348) (C): Comedy; Jerry Lewis, Stella Stevens.

Flipper (2349) (C): Drama; Chuck Connors, Kathleen Maguire.

All The King's Men (2350): Melodrama; Broderick Crawford, Mercedes McCambridge (Re-Issue).

Sirocco (2351): Drama; Humphrey Bogart, Marta Toren (Re-Issue).

Scandal Sheet (2352): Drama; Broderick Crawford, Donna Reed (Re-Issue).

Hangman's Knot (2353): Drama; Randolph Scott, Donna Reed (Re-Issue).

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 14—Announced approval by the President of the report of a selection board which recommended line officers for temporary promotion to the grade of rear admiral.

No. 15—Announced approval by the President of the reports of selection boards which recommended officers of the Medical Corps, Supply Corps, Civil Engineer Corps and Dental Corps for temporary promotion to the grade of rear admiral.

Instructions

No. 1120.20C—Outlines the eligibility requirements and application procedures whereby personnel on active duty may apply for flight training as Naval Aviation Cadet or Naval Aviation Observer training as Officer Candidate, Airman.

No. 1141.1A—Informs Reserve officers of the opportunities for voluntary recall to extended active duty.

No. 1326.1C—Establishes a uniform procedure for the administration of the allocation, issuance, use and reporting of temporary flight orders for enlisted personnel of the Navy.

No. 1755.16—Establishes the criteria and procedures to be followed by a Navy or Marine Corps wife who is a qualified teacher and wishes employment in a Navy-operated school at an overseas location where her husband is stationed.

No. 1920.9—Outlines the procedure for appointment to commissioned or warrant grade in the Naval Reserve of those commissioned or warrant officers voluntarily resigning from the Regular Navy, or being separated with severance pay, due to failure of selection.

Notices

No. 7220 (29 May)—Announced advance changes to articles A-4403 and A-4404, *BuPers Manual.*

No. 1133 (31 May)—Provided instructions for the improvement of the quality of career enlisted personnel through selective reenlistment.

No. 1221 (7 June)—Alerted commands to the August distribution of the *Manual of Navy Enlisted Classifications* (NavPers 15105E) which will replace NavPers 15105D and provided advance information.

No. 1070 (21 June)—Provided that naval district commandants and CNARESTRA would receive immediate information on personnel being released from active duty who are qualified for the Selected Reserve.

Navy Wife Honored

In Sasebo, Japan, not long ago, Joseph A. Butler, SFC, USN, was commended by the commanding officer of USS *Epping Forest* (MCS 7) for outstanding service while on board that ship. There have been many such commendations, and in all likelihood there will be more, but this commendation was a little different.

Following the commendation of Chief Butler, his CO, CDR G. A. Schaedler, USN, continued on to commend the chief's wife, who was present for the ceremony. Mrs. Butler received praise for her tireless efforts in civic affairs, for her assistance to Navy families newly arrived in Japan, and especially for the splendid example she set for Navy wives and mothers in the Sasebo area.

Because Mrs. Butler is typical of Navy wives who have been doing this type of work for many years, CDR Schaedler was pleased to recognize her efforts as well as those of her husband.

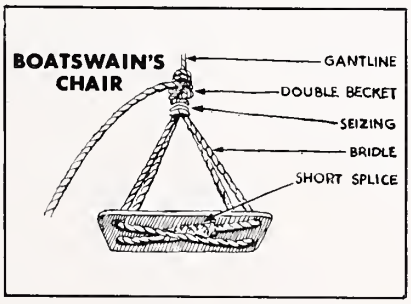
Correspondence Course Changes Are Listed

A new enlisted correspondence course (ECC) for aviation boatswain's mates is now available, and two courses formerly offered to aviation personnel have been discontinued.

The new course, *ECC Aviation Boatswain's Mate 3 & 2, NavPers 91678*, has been distributed to appropriate ships and stations for use by Navymen on active duty.

Courses discontinued are: *ECC Aviation Boatswain's Mate 3 & 2, Vol. II* (NavPers 91637-1A); and *ECC Aviation Guided Missileman 1 & C* (NavPers 91619).

Grains of Salt—



NAVAL PHOTOGRAPHIC CENTER



ALL HANDS SPECIAL SUPPLEMENT

THE 20TH ANNIVERSARY of the establishment of the U. S. Naval Photographic Center marks a period in which NPC has paced the Navy in photographic progress.

The story begins in 1943 at the Anacostia Naval Station, Washington, D. C., during World War II. It was a cold, blustery February day when Secretary of the Navy Frank Knox formally established the U. S. Naval Photographic Science Laboratory, later named the U. S. Naval Photographic Center.

In 1941, a board convened by Secretary Knox had recommended that existing facilities be expanded and a central photographic laboratory be built to meet new photo requirements. The Bureau of Aeronautics, which had earlier experience in military photography, was assigned to the program.

Construction at the Anacostia Naval Air Station began in February 1942. The building drew pessimistic predictions, since it was built but a short distance from the roaring vibration of planes landing and taking off. An ingenious solution was found. Suspended within the building an insulated shell was constructed to surround the camera and stage unit. A year later, in February 1943, the building was completed, and officially opened.

It was not accidental that the roster of personnel read like a "Who's Who" of U. S. photography. The Navy needed highly skilled motion picture and still photo personnel, and it got them. From Hollywood and New York, from Chicago, Rochester, and wherever they could be found, came the photographers, editors, animators, lab specialists, writers, directors.

WORLD WAR II created thousands of highly specialized jobs for which men had to be trained quickly. The Motion Picture department devised speeded-up methods for making the films and based them on solid teaching principles to ensure that the training was effective. They used the concept of motion pictures and audioslide-films for training, which was, for the Navy, a new approach. Soon, hundreds of training aids and instructional films were running through the production lines, covering just about every conceivable subject—from battlefield surgery to operation of 5-inch/38 guns. The programs were successful and commercial film firms were given contracts to produce additional training films for the Navy.

PSL's partner in the production of Navy films during the war years was the Hollywood U. S. Naval Photographic Services Depot which provided the liaison between Navy and Hollywood studios. Many of the outstanding training films of the war were produced by Navy personnel working there.

The Research and Development Department met problems and demands with inventions and modifications of photo equipment, cameras, and chemistry. They expanded production and improved quality.

The Still Picture Department was literally swamped with processing and printing requirements. Requests were received for pictures of every conceivable kind. Shortly after the building was commissioned and in full operation the third deck was sealed off to become one of the most closely guarded top secret areas in Washington. Here, Navy personnel worked night and day to produce photo mosaics of the Normandy beachheads for the impending invasion of France.

World War II was the first major conflict to be thoroughly documented on film. Navy photo teams entered every arena of combat. Their stills and motion picture

footage found their way to the PSL's labs where they were processed, edited into informational films, and often released to a public eager to know what was happening, or preserved in the film archives for release after the war's end as history.

THE FILMS THAT FLOWED in mirrored the course of the war. In the projection rooms and in the still library could be seen the long array of amphibious craft moving in on the beaches of Leyte, or the last rites for a Marine lying on the volcanic ash of Iwo Jima. There were views of flaming and exploding *Zekes* and *Tonies* in a battle that would later be famous as the "Marianas' Turkey Shoot," or the ordeal of the Navy as it fought the kamikaze onslaught off Okinawa.

There were many other unforgettable scenes caught on film—the beachhead battles at Normandy, the crossing of the Rhine, the courage of the *Franklin*, and the final chapter—the solemn ceremony in Tokyo Bay aboard USS *Missouri* (BB 63).

With the end of the war, most of the laboratory staff returned to their jobs in industry.

The post-war breathing spell for the Navy was to be a short one. Photography had gained momentum and was advancing swiftly. It became obvious that the science of photography was undergoing vast changes. The Navy's central photographic laboratory, renamed the U. S. Naval Photographic Center, was heavily involved.

NPC was caught up in the demands for new techniques, materials, and equipment to keep up with the increasing photo requirements. The command had to continue to maintain its reputation as a leader in the field of photography.

The importance of NPC increased as photography became a tool in naval planning and policy. Radically new ships, submarines, missiles and planes became operational, with the accompanying need for film services to train personnel, and to provide photo information for intelligence uses, and to the public and press. Improved cameras, films, papers not available in earlier years required special techniques in handling and processing as high quality photography became more important.

THE MOTION PICTURE Department, still the largest activity in NPC, made many contributions to the art of teaching with films. Over 45 prizes and awards were given to NPC films from 1945 to 1962.

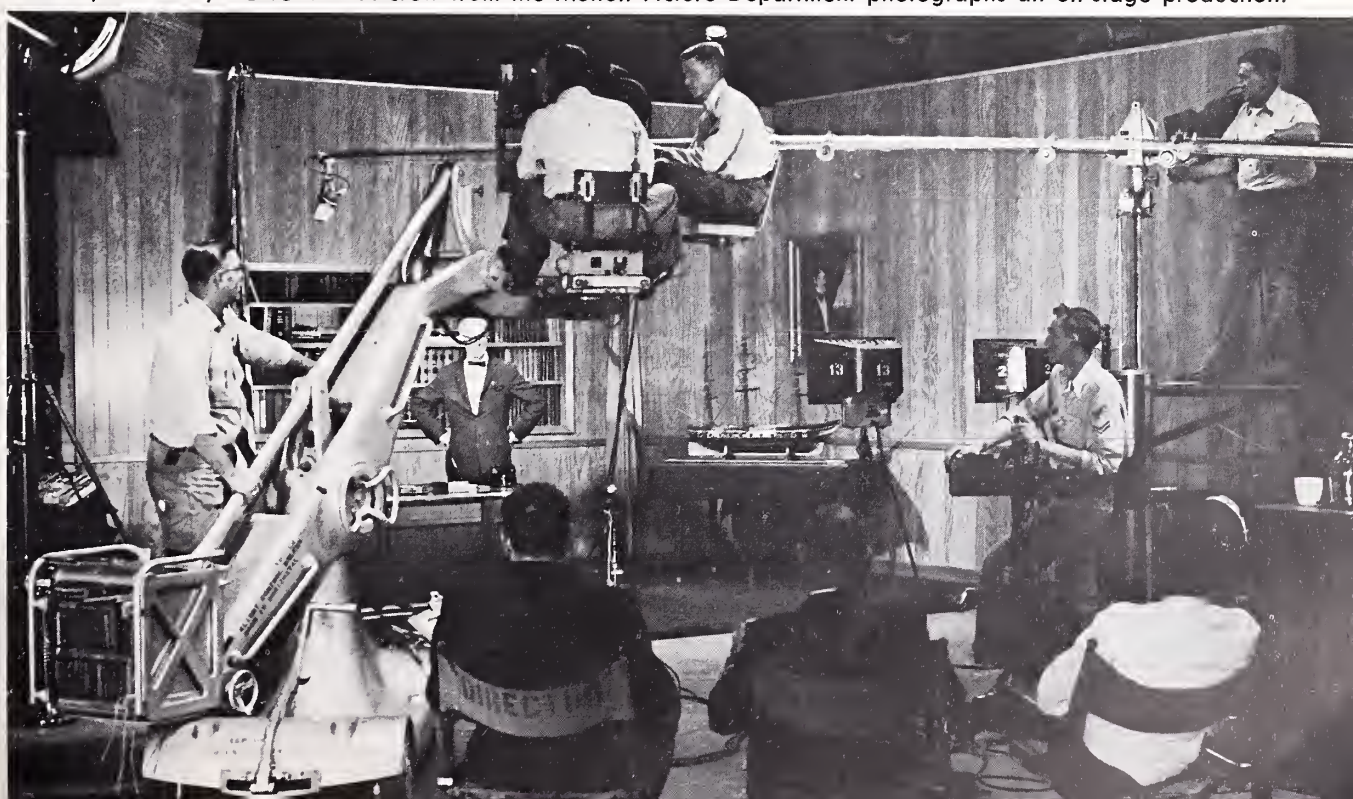
NPC films have been exhibited at home and abroad, and have received awards at the International Exhibitions at Venice, Italy, and at the Film Festivals in Edinburg, Scotland. They have been honored by the Academy of Motion Picture Arts and Science; the New York Film Critics; the American Film Festival in New York; the Film Council of America; the Stratford, Ontario, Film Council; the Associated Film Writers; National Safety Council and its National Committee on Films for Safety; and the Art Directors' Club of New York.

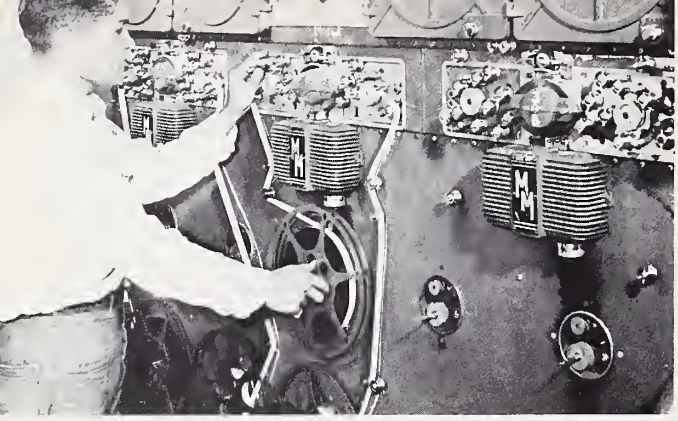
Among the films either produced by NPC or in the making of which it cooperated were such productions as 20th Century-Fox's "Fighting Lady;" Warner Bros. and U. S. Marine Corps' "With the Marines at Tarawa;" National Broadcasting Company's "Victory at Sea;" the U. S. Marine Corps' "Force in Readiness;" and Office of Strategic Services' "Battle of Midway." Also, PSL's "Fleet That Came to Stay;" and NPC's "Origins of the Motion Picture," and recent "USS *Nautilus*," "Portrait of Antarctica," and, with the U. S. Informational Service, "*Polaris*—Time for Survival."

The most ambitious undertaking of government and industry of this nature was the production of "Victory at Sea," a series of 26 programs, each 30 minutes in length, made 10 years ago, still being shown and still considered an outstanding historical documentary.

TELEVISION PROVED an ideal medium for presenting Navy films. As a result of the Navy's cooperation

LIGHTS, CAMERA, ACTION — A crew from the Motion Picture Department photographs an on-stage production.





REEL EXPERIENCE — PH2 George Kennison prepares a reel of 16mm motion picture film to be printed.

with the TV industry, the American public saw firsthand some of the great episodes in the Navy's history.

Navy films play a dual role. While they advance technical knowledge and education in the Navy, they also become an important aid to educational institutions and industry.

Films on medicine and surgery and other medical subjects are widely used to train doctors, nurses, hospital corpsmen, and technicians.

A series of six films concerning transistors have become "best sellers" to universities and industry for informing and training students concerning this scientific break-through.

A series of six films on computers have filled a gap in training needs of industry, as well as the Navy, on the complexities of modern computers.

Although such films are produced primarily for the Navy with Navy funds and production is supervised by NPC, the demand for them by private industry, universities, and others has been heavy.

BOTH THE TRAINING FILM and other film services have required drastic changes in technique and methods. New approaches in camera work and processing are now in use. Art and animation are widely used. In 1962, training films were produced at the Photo Center using closed circuit TV. Today, motion pictures are being produced, not on film emulsion, but on magnetic tape.

NOT IN THE DARK — These skillful and competent personnel are operating the kinescope facilities.



Tape can record images with less illumination than needed for film. Speed and economy are additional features of the videotape system. Since videotape records both picture and sound by a single system and permits immediate play-back and editing, it is possible to edit a program on videotape or kinescope (film) with little delay. This system is now used by NPC.

The Motion Picture Department's production facilities at NPC include sound stage; film and tape recording and mixing equipment; art and animation artists, film and sound editors, TV specialists, script writers, Navy photographers and technicians, directors and producers.

The processing division is capable of developing and printing negative film, release prints in 35mm and 16mm black-and-white, and negative-positive color. More than 15 million feet is processed and printed yearly.

An average of about 150 motion pictures are filmed each year. Their primary use is for training, maintaining Fleet readiness, explaining new weapons and devices, and for medical, historical, indoctrination, safety, and recruiting purposes. Many motion pictures are produced with NPC's own facilities and personnel. However, approximately 75 per cent are contracted out to established commercial film producers, and supervised and supported by NPC personnel.

THE MOTION PICTURE FILM DEPOSITORY contains millions of feet of film taken by the Navy over the years. The library holdings contain stock footage for current films and are widely used by other government agencies and commercial film firms. Nearly a million feet is cross-referenced and filed as stock footage each year. More than a million feet yearly is used for training films and TV and motion picture industry films. Many episodes from TV series like "20th Century," "Project 20," and "Navy Log" came from the Film Depository. The Depository is also now in the process of converting all nitrate base film to safety film. Nitrate film represents old but invaluable footage of Navy history. These records will deteriorate and disappear unless copied on safety base film.

The Motion Picture Department has also pioneered in the making of Technical Film Reports. These contain scientific records, often using special illustration techniques to show equipment instrumentation and functions. They are also used to show scientific progress, for engineering analysis and documentation, for information on missiles like *Polaris* and other military weapons.

DURING WORLD WAR II, Strategic Film Reports were made by the Art and Animation Branch. Written reports and descriptions were sent in from the battle zones of the Pacific and battle scenes were reconstructed through the use of art and models, and then made into motion pictures. The films were studied by command officers for possible changes in military strategy. This was the first time motion picture art techniques were used in this way.

NPC pioneered in developing the Filmagraph technique. Using still photographs on motion picture film, Filmagraphs have replaced sound film strips. The name was coined by the Navy and it has become a widely accepted definition and technique by private film industry.

There is direct liaison with Hollywood's motion pic-

ture industry through the Navy's Motion Picture Office in Hollywood, which cooperates with individual producing companies, the Motion Picture Producers of America, and the Academy of Arts and Science. Outstanding Navy films have been made available to the Hollywood Motion Picture and Television Museum.

A cooperative relationship with commercial motion picture and television interests has benefited the Navy. Whenever private sources provide a film which can be used for educational or training purposes, it has been used by the Navy. An excellent example is "The Year of the *Polaris*," and Edward R. Murrow's CBS program which was used by the Navy for educational purposes.

In the same spirit, the Navy has made available its own films to the public. Many Navy films have proved useful for film libraries in the U. S. Information Service foreign program, for school use in education, and for use by private industry in training. Such films are released through the Office of Education.

Recently, responsibility for central distribution of all Navy films was assigned to NPC, which also compiles and publishes the Navy Training Film Catalog.

TO MUCH OF THE FLEET and the public, the Navy Photo Center means the Still Picture Department. Here have been produced all types of still photography, including aerial photography for intelligence use, official portraits, murals, and public information photos.

During World War II, the Still Picture Department printed V-Mail and microfilms. The latter grew enormously, rising to a production of 100,000 feet of paper prints daily. Continuous processing techniques and ingenious short cuts in production made this output possible.

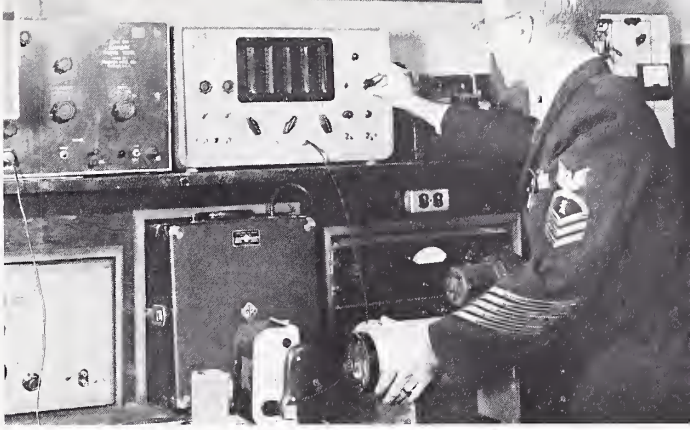
Here aerial Kodacolor was first processed for the Fleet; captured enemy films were viewed and analyzed; and photolithographic services were provided, as were aerial film processing and printing. Printing and processing at NPC are still the heart of the Fleet's photographic program. The press received its print releases from NPC and the vast coverage printed in newspapers and magazines showed the American public the progress of the war and intimate glimpses of its men in action.

One big change over the years has been in the growing demand for color films. In 1961 the color production methods were changed from dye-transfer to Type C color printing. Soon automatic color roll paper processing equipment will be installed.

In earlier years, the Still Department maintained many office-type duplication reproduction and photolithographic services, which have been eliminated. The department is now entirely photographic.

THE STILL PICTURE has been widely utilized to become part of many motion pictures using the Filmagraph technique. Stills are also widely used in the preparation of slide-sound audio visuals. Pictures taken by Navy photographers in the Fleet come to NPC from all over the world to be processed, printed, and sent out for distribution to the national press.

In the Still Picture Library are many thousands of negatives and prints which comprise a history of the Navy. They are widely used by the commercial film industry, TV stations and networks, other Defense and government agencies, the public, newspapers and magazines, and book publishers, to illustrate their publica-



PUT TO THE TEST — PHC C. E. Nesmith uses an electronic shutter tester on a new type camera.

tions. Over 36,000 negatives a year are received from the Fleet and from Navy cameramen all over the world.

Available to the public on a pay basis, pictures from these files have illustrated famous books such as LIFE's "History of World War II;" "History of U. S. Naval Operations in World War II" by RADM Samuel Eliot Morison; "U. S. Destroyer Operations in World War II" and "U. S. Submarine Operations in World War II"—both by Theodore Roscoe; "U. S. Naval Aviation, 1910-1960" by Adrian O. Van Wyen and Lee M. Pearson; "Beans, Bullets and Black Oil" by RADM Worrell Reed Carter; "The Blue Ghost" by Capt Edward Steichen; "Victory at Sea" by Henry Salomon and Richard Hanser; and "Golden Wings" by Martin Caidin. Nearly a quarter of a million black-and-white and color prints pass through the Still Picture Library yearly.

Navy photos now in the Still Picture files are valuable reference material for historians, now and in the years to come. An outstanding example is the coverage of Antarctica.

DEVELOPMENT AND RESEARCH, test and evaluation, experimentation, invention, modification—all are functions of Research and Development. In addition, technical photo specifications are written here. A photographic Publications Division writes instruction, bulletins, and manuals for the Fleet.

In recent years, Research and Development has accomplished the following (you may not understand the terminology—neither did we—but the experts will):

- Developed the Navy Rapid Paper Processor which can process 27 feet of paper per minute. Hot solutions with temperatures up to 115°F are the key to the suc-

WELL-EQUIPPED black and white finishing room handles all incoming and outgoing jobs.





WW II WORKLOAD — During WW II Navy personnel worked night and day to keep up with the production demand.

cess of this processor, which has been adopted by other Defense and government agencies, and by private industry.

- Engineered color film processing machines with automatic agitation.
- Designed housing for 4 x 5 underwater cameras.
- Designed and wrote specifications for the first 70mm underwater camera.
- Performed original development work on the kinescope recording camera.
- Sponsored the development of a web processing magazine. Manufacture of the magazine and successful formulas for special web processing were completed under contract, supervised by R & D. This processing magazine can be adapted to the back of any roll film camera. Immediately after exposure the film is developed and fixed, and is immediately ready for viewing or printing. This is now operational.
- Developed the first cyclo-spray processing unit for 70mm film. The machine used atomized spray and rapid access processing instead of conventional methods, and achieved a production speed of 60 feet per minute at a hot temperature of 90°F. The success of the machine depended on the development of new rapid processing formulas which were specially devised by the department. Another development was special prehardened film, made by a commercial firm at R & D request.
- Developed scope recording, cathode ray recording, and kinescope recording, also in color.
- Perfected rapid processing of oscilloscope traces.
- Engineered a rapid-cycling intervalometer, which permitted low-level aerial photography with increased sharpness.
- Recognized the potential of roller transport processing systems and encouraged their development and use.
- Were first to recognize the potential of Xerography. Some of the first printers were obtained by NPC, and experimental work was performed in continuous-tone Xerographic printing.
- Were among the first to conceive and develop 70mm reconnaissance photography.
- Developed procedures for using 16mm motion picture film as either negative or positive, and then developed new chemistry for accomplishing this.
- Developed submarine periscope photography and new cameras and adapters to improve the quality.
- Made the first successful kinescope recording from an underwater TV camera.
- Made the first airborne kinerecording with a TV camera. A TV camera was carried on a Navy blimp and transmission of pictures was made to the ground receiver. This was later used in the Korean conflict in the front of a robot plane so the ground operator could visually direct the robot plane to its target.
- Tested and evaluated captured enemy photo equipment.
- Developed the first high acuity step and repeat still enlarger. Original ideas were conceived, specifications were written, and the development supervised.
- Made early improvements in rapid access photography—radar camera, processor and projector combined to result in projected finished pictures seven and one-half seconds after exposure.

Research and Development personnel also participated on the committees of the American Standards Association and helped to establish standards in photo equipment and supplies.

AN IMPORTANT SUPPORTING DIVISION of R & D is the Publications Division which writes and produces all technical photographic publications for the Navy. Manuals, Photo Technical Bulletins, and other photo literature produced here keep the Fleet abreast of latest developments and techniques in photography.

The Publications Division also maintains a Technical Library dealing with all phases of photography.

Scientific advances undreamed of by the pioneering personnel who first opened the Photo Center back in 1943 have become a reality. Already, developments in the new areas of science are so complex that difficulties arise in communicating knowledge essential for required training of personnel and in translating photographically the infinite amount of information now capable of being transmitted. There are revolutionary concepts of propulsion, nuclear-powered ships and submarines, high-speed aircraft, missiles, satellite navigation and weather systems, underwater exploration and oceanography, and exploration in outer space.

The capability of photography for investigating, recording, researching, and communicating has already added information of great value. Explorations into frontiers that excite the imagination—frontiers like the activities in the Antarctic, nuclear submarine navigation under the North Pole and through the Northwest Passage, explorations at tremendous depths never before seen by man—all are areas in which Navy photography plays a part in lifting the veil of many mysteries.

DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionolly meritorious service to the Government of the United Stotes in o duty of greot responsibility . . ."

★ DENNISON, Robert L., ADM, USN, for service from February 1960 to April 1963 as Supreme Allied Commander Atlantic; Commander in Chief, Atlantic; and Commander in Chief, U. S. Atlantic Fleet. ADM Dennison, as Supreme Allied Commander Atlantic, skillfully directed the highly sensitive aspects of this assignment, and contributed substantially to the high state of readiness and efficiency of the forces of the North Atlantic Treaty Organization. A most significant accomplishment, one with the broadest impact, was his contribution to the successful introduction of the *Polaris* submarine into the U. S. Fleet. During the Cuban crisis of 1962 his leadership and professional skill were demonstrated by his direction of the military forces assigned to his command.

★ JAMES, Ralph K., RADM, USN, for service as Chief, Bureau of Ships, and Coordinator of Shipbuilding, Conversion, and Repair for the Department of Defense from April 1959 through April 1963. Exercising remarkable foresight and professional abilities of the highest order, RADM James has had a direct and substantial influence in the success of the U. S. Navy in achieving its preeminent position of unprecedented technological superiority and superb material readiness. The Fleet's strike capabilities have been revolutionized by the expeditious completion in ever-increasing numbers of new missile-armed surface ships, aircraft carriers, *Polaris* submarines and nuclear-powered ships.



LEGION OF MERIT

"For exceptionolly meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ DIXON, George C., CDR., USNR, for the performance of outstanding service from 22 Oct to 26 Nov 1962 in response to an urgent requirement of the Department of Defense. During this period, CDR Dixon exhibited unusual technical knowledge and skill in designing, developing and placing in operation complex and original communication equipments of great urgency. Through his original thinking, creative efforts, determination and perseverance, he was responsible for making available to the Department of Defense unique communication equipments which have far-reaching applications and which are unquestionably most valuable assets to the Department.

★ KNIGHT, Page CAPT, USN, for services from June 1960 to June 1963 as Assistant Chief of Staff for Plans on Staff of CINCLANT and CINCLANTFLT. During this three-year period of recurring international crises involving all the areas for which CINCLANT is responsible or required to support, Captain Knight personally supervised preparation of all general war, contingency and cold war plans and was responsible for generation of strategic studies leading to new concepts and command policy. He provided the Commander in Chief sound, feasible and economical courses of action. During the Cuban crisis of 1962 he supervised the details of execution of all facets of the strategic plan of CINCLANT, and of the operational plans of the Army, Naval and Air Force components.

Gold Star in Lieu of Second Award

★ LAWRENCE, Martin Jay, RADM, USN, for outstanding services from June 1961 to June 1963 as Chief of Industrial Relations. During this period, RADM Lawrence exercised a high degree of professional skill and resourcefulness in directing the efforts of the Navy's vast and complex industrial relations organization. Under his direct guidance, the Navy has taken the leadership in implementing the President's Executive Order on Employee Management Cooperation. To familiarize senior commanding officers with tactics and methods employed in relationships between labor unions and management, RADM Lawrence personally directed the establishment of seminars on techniques for negotiation of contracts.

Gold Star in Lieu of Second Award

★ MCDONALD, Edwin A., CAPT, USN (Ret.), for outstanding service from 29 Jun 1956 to 30 Jun 1962 while serving as Task Group Commander and Deputy Commander, U. S. Naval Support Force, Antarctica. Exercising sound judgment and outstanding knowledge of ship operation in polar regions, CAPT McDonald skillfully commanded resupply and exploratory ship task groups of Task Force 43 for the U. S. Navy's Operation *Deep Freeze* from its inception to the conclusion of Operation *Deep Freeze 62*. During this six-year period, he effected timely delivery of thousands of tons of cargo despite arduous conditions. In addition, he personally led scientific expeditions into previously unexplored Antarctic waters.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ HIGHLY, Francis M., Jr., LCDR, MC, USN, for heroic conduct on 17 Nov 1962 while serving at the Air Crew Equipment Laboratory, Naval Air Engineering Center, Philadelphia, Pa., as a flight surgeon and inside supervisor/observer on a 14-day confinement run conducted in the Bioastronautical Test Facility to determine the effects of acceleration and prolonged exposure to 100 per cent oxygen at a simulated altitude of 27,000 feet as applicable to National Aeronautics and Space Administration Project Gemini. When a fire broke out in the lower bunk area of the Bioastronautical Test Facility and quickly spread to the clothing of the test subjects, LCDR Highly, disregarding his own flaming clothing, attempted to extinguish the fire which had enveloped his comrades. He then sounded the alarm to the outside observers and operators and directed emergency evacuation of the subjects from the test facility, thereby averting what could have been a much greater accident.

★ HINCHEY, Timothy K., Jr., LTJG, USNR, for heroic conduct on the afternoon of 7 Oct 1962 while serving on board USS *Navasota* (AO 106) at sea approximately 380 miles east of Yokosuka, Japan. After a fellow crewman was washed overboard from the stern cargo deck of *Navasota* during heavy sea conditions with seven-to-10-foot waves, LTJG Hinchey, who was on the bridge as ship's navigator, sighted the man on the return approach of the ship and, despite the heavily rolling seas, entered the water to attempt a rescue. Although subjected to repeated pounding and immersion as the vessel rolled to port and starboard, he finally managed to secure a line around the injured and nearly exhausted victim, permitting the latter to be lifted to safety.

TAFFRAIL TALK

OUR EDITOR-IN-CHARGE-of-irrelevant-statistics has finally met his match, he thinks, in the person of LCDR David D. Davison, who serves in USS *Ranger*. Not content with such routine and possibly useful data as fuel oil consumption, miles steamed and landings completed, LCDR Davison has come up with some figures that would be hard to beat.

With the assistance of Nat Picker, STC, LCDR Davison is compiling the 167,311-page *WestPac Catalogue of Little-known and Relatively Useless Information*.

Just to give you an idea, in the event that you are planning to place an advance order with LCDR Davison:

- The word "Now" was spoken over the 1MC 123,411 times during *Ranger's* recent cruise.
- 227,000 announcements were made by the air boss over the flight deck speaker system. Of this amount, 50,306 were understood in their entirety. 38,115 were partially understood, 1611 produced *some* reaction on those who heard them. The balance were irrevocably lost.
- 2600 dinner fork center tines were depressed downward about 60 degrees to convert them to butter patty servers in the general mess. Of these, 1100 were bent back to their original position.
- 28,347 buttons were torn from shirts in the ship's laundry. Of this total, 41,911 reappeared in Wardroom One in the Thousand Island salad dressing. LCDR Davison's staff hasn't located the balance, but some members are investigating Sick Bay under the impression that they may have been dispensed as throat lozenges.
- 2300 flying insects were guests in the CPO mess.
- The deck buffer in compartment 03-187-2-L completed 187,634,521 1/2 revolutions.
- The Marine Detachment was called to attention 27,642 times and dismissed 27,641 times.

Of such stuff is our Navy made. To quote LCDR Davison's final thought—"It matters little what you do—it's how well you keep records of it that counts."

★ ★ ★

It happened during a recess between the hide-and-seek exercises between USS *Wasp* (CVS 18) and *Nautilus* (SSN 571). A helicopter from *Wasp* had just flown over *Nautilus* to deliver a can of electrical gear. The helo lowered the can into the waiting arms of a sailor. Up to this moment, it was simply a routine transfer but then, suddenly, the sailor's line snapped and he was washed from the sub into the sea.

The pilot broke away from the sub, reeled in his cable and dropped his rescue ring. The sailor climbed aboard and in a few seconds was resting—wet, shaken, but uninjured—inside the helo.

He took a few moments to catch his breath, thanked the chopper crew, then asked to be dropped back into the water. He had his orders to take aboard the sub the can of equipment, and that he was about to do.

An accommodating sort, LTJG Jim Beam shrugged his shoulders and lowered the man back into the water. This time, he did capture his prize and both the sailor and can were delivered safely to *Nautilus*, now about half a mile away.

Of such stuff is our Navy made.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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The Bureau should be kept informed of changes in the number of copies required.

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• AT RIGHT: WHAT IS IT? — Unusual view of destroyer's mast is puzzling at first glance. Mast is being readied for stepping aboard USS *Henry W. Tucker* (DD 875) while the DD is in Boston Naval Shipyard for FRAM Mk I conversion.



Navyman of Responsibility



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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

UNIVERSITY OF FLORIDA
SEP 16
SOCIAL SCIENCES

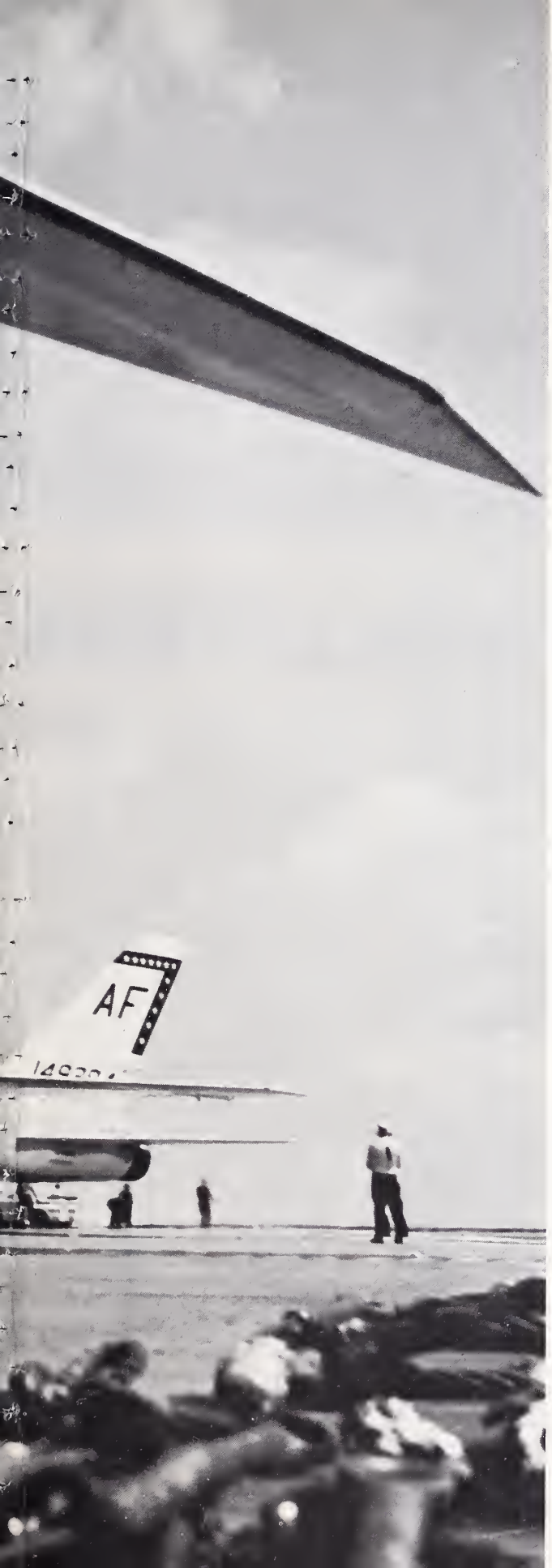


in this issue
SIX-DIMENSIONAL NAVY

This magazine is intended for 10 readers. All should see it as soon as possible. PASS THIS COPY ALONG

SEPTEMBER 1963


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707



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

SEPTEMBER 1963 Nav-Pers-O NUMBER 560

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The Chief of Naval Personnel

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The Deputy Chief of Naval Personnel

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Jerry Wolff, **Research**
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French Crawford Smith, **Reserve**

• **FRONT COVER: UNDERWATER WORK** — Navy divers head for water an routine inspectian af the hull of a *Polaris* submarine. The divers are assigned to the sub tender *USS Hunley* (AS 31).

• **AT LEFT: THE AIR NAVY** — Distinctive island of nuclear powered aircraft carrier *USS Enterprise* (CVAN 65) looks down an a wide flight deck where A-5 *Vigilantes* af VAH-7 ready for flight operations at sea.

• **CREDIT:** All photagraphs published in ALL HANDS are official Department af Defense phatas unless otherwise designated.



ON THE SURFACE, the Navy plays her traditional role.



UNDERSEAS capabilities are vital to the free world.

THE SIX-DIMENSIONAL

VERSATILITY—and mobility—are the keynotes of the Navy's strength today as a member of the armed forces team.

By a process of gradual natural development, and through the pressure of events, the Navy of our era finds itself in a position in which it can be expected to perform more varied functions than any military service in the world.

Until a relatively few years ago, control of the sea meant to the United States — as to other world powers—control of the surface. This is no longer true. Today, because of its many responsibilities, the Navy finds itself operating not in one, but in six dimensions.

- It finds itself in the traditional role of maintaining superiority *on the surface*. This is its first dimension.
- To meet its commitments adequately, the Navy must, of course, probe the waters *under the surface* through its submarine forces.
- It must extend its operations to the air *above the surface* of the sea through its air force.

ITS AREAS OF responsibility do not end there. In the dictionary sense of the meaning of "dimension" (that is, the quality of extension; magnitude; hence, scope, importance), the Navy must, to help maintain U. S. superiority, act in three other dimensions.

- Through its amphibious force and Marine forces, it is prepared to apply its strength on a beachhead, *on land* (see page 18). Seabee battalions at forward locations also play a vital role in meeting Navy commitments.
- In performing its missions, its activities are *global*. This can be called Navy's fifth dimension — one that extends in all directions of the compass. Navy ships may be found operating from pole to pole (see page six), and in the farthest waters of the oceans.
- The Navy's sixth dimension is found in the far-reaching probings of the minds of men—the *scientific* dimension. Pure and applied science is constantly changing and extending the role of the Navy, as it is changing the lives and concepts of all men.

All this has resulted in a tremendous revolution, taking place in recent decades, in naval weapons, concepts and functions of the Navy. This is the period of electronics, supersonics, nucleonics—all of which shape the life of the seafaring man.

It is well that this is so, for during the same period, opponents of our philosophy of political freedom have moved into the area of sea power. In the words of Rear Admiral John S. McCain, USN, Navy's Chief of Information (recently selected for Vice Admiral), this is the era of the four-ocean challenge.

"The first World War was a one-ocean war centered about the North Atlantic. World War II was a two-ocean war involving the North Atlantic, including the Mediterranean Sea, and the Pacific Ocean," he says.

"We must now face the realities of a four-ocean challenge." The two new oceans he names are the Arctic Ocean which, through the use of the *Polaris* submarine, can become an implement of sea power for the first time in history; the second comprises the South Atlantic and Indian Oceans, which are increasingly important because of the new interest in the emerging African nations and because of pressure being exerted to assume control of certain countries of Southeast Asia.

From any place on the face of the globe, power can be brought to bear —by foe or friend—on such land areas as circumstances dictate. Virtually no place on earth is safe from access and, therefore, from attack via the sea.

IN TODAY'S NAVY there are 866 ships of the active Fleet—amounting to nearly four million tons of steel and complicated equipment. They per-



THE AIR over the oceans — A key factor in defense.



GLOBAL — From Pole to Pole, points East and West.

NAVY

form diversified roles, as illustrated by the fact that there are more than 80 ship types, ranging from dock landing ships to minesweepers and from hydrofoils to command ships.

Some 7000 aircraft, operating daily from 25 carriers and 7 amphibious assault ships, or from bases at home and abroad, point up the role of the Navy in the air. They have a big job to do, in air cover and surveillance, on patrols, in antisubmarine warfare, search and rescue. Their striking power is extended by the range of the mobile floating air bases from which they take off.

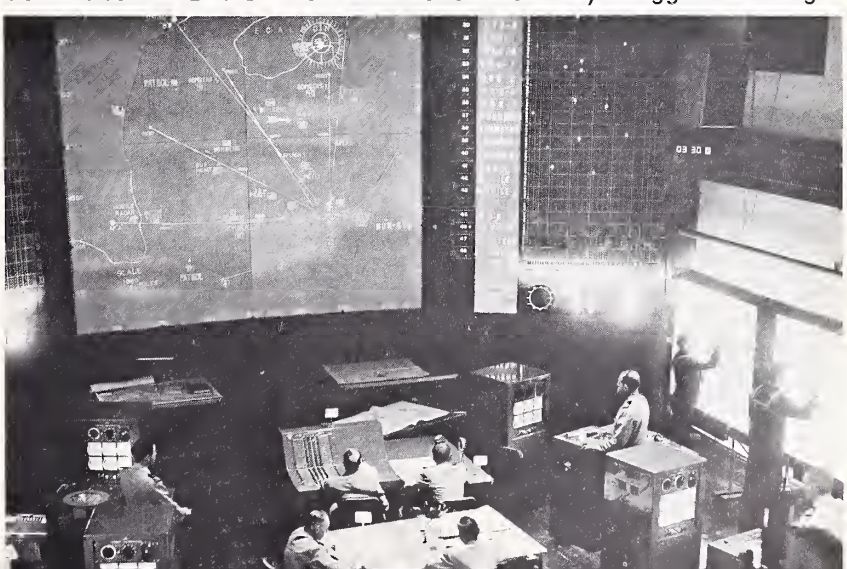
Probably the most dramatic developments in recent years have occurred in the underseas Navy. The world's first nuclear submarine is less than a decade old (USS *Nautilus* was commissioned in September 1954), but it has revolutionized sea warfare. Today there are 30 nuclear submarines sailing in our underseas Fleet, and 56 more are authorized or abuilding, many of them armed with *Polaris* missiles. Capable of sailing indefinitely under the surface, the nuclear submarines, backed up by our conventional subs, are a most powerful deterrent to aggression.

An amphibious operation, as discussed in the article on page 18, illustrates the many dimensions in which sea power performs so effec-



ON THE BEACH and the land beyond, Navy is part of Armed Forces Team.

SCIENTIFIC DIMENSION remains one of the Navy's biggest challenges.





TASK GROUPS, like the one above, operate on, over, under the surface.

SIX TYPES of carrier-based aircraft are represented in this picture.



tively. In the unsettled conditions of the world, the ability to counter any aggression quickly by assault on land from the sea is indispensable to our future security.

ONE EXAMPLE of the role the Navy might be required to play is found in a job it had to perform just five years ago. At that time, the U. S. was called upon to respond to a request for assistance from the government of Lebanon.

Lebanon, a small friendly nation, was trying to preserve its freedom from subversive forces. In a matter of hours after receiving this call for help, Navy ships had landed Marines to secure a beachhead.

Behind these forces, strung out in the Mediterranean, were the 76 ships (at that time) of the Sixth Fleet, manned by Navy crews, 35,000 strong.

In answering Lebanon's call for assistance, the U. S. was able to help another nation stay on the side of the Free World. It was a show of force in defense against aggression, and this show of force was enough not only to prevent aggression, but preserve world peace as well.

There are other examples: The Seventh Fleet was ready at the crucial time in the Strait of Formosa, off Taiwan, to thwart a move by Chinese communists in the Pacific—some 6000 miles from the west coast of the United States.

A more recent example was the crisis developing after the discovery of missile bases being built in Cuba. As an instrument of national power, the Atlantic Fleet was called into readiness, to perform duties that only a sea force could perform. Naval units—and individual ships and men—performed their various assignments in highly creditable fashion, in one of history's most crucial moments.

THE WORLD'S MERCHANT MARINE consists of more than 17,000 dry cargo ships and 3000 tankers. Each day these ships are sailing the sea routes of the world, or unloading their cargoes in port cities, or taking on new cargoes and readying themselves for new journeys. The United States, like the other nations around the globe, relies on these ships for vital supplies.

For example, there are 77 strategic raw materials which the United

States must *import* to meet daily requirements. We need these materials for our automobiles, our jet aircraft, nuclear submarines, and for dozens of other items ranging from telephones to tanks.

In both imports and exports, the interests of the United States are tied to the sea. Which accounts, in part, for the need of a Navy capable of operating in all corners of the globe, that is, in its global dimension.

For centuries, the oceans were mostly empty bodies of water, allowing free passage of ships bent on exploration, colonization and commerce. Later, the two major oceans —the Atlantic and the Pacific—constituted a barrier against aggressors. In recent years we have seen this barrier weakened through the tremendous advances of science.

However, it is also science which provides our bulwark. The Fleet of today and of the future is, more than anything else, a product of science.

THE DESIGN and production of an advanced component or a new type of propulsion cannot begin until the scientist has some time before worked out the principles in theory.

This is because the work of the scientist is frequently not aimed directly at a new development. His primary interest is in unlocking nature's secrets and giving us new knowledge about the basic forces of the universe.

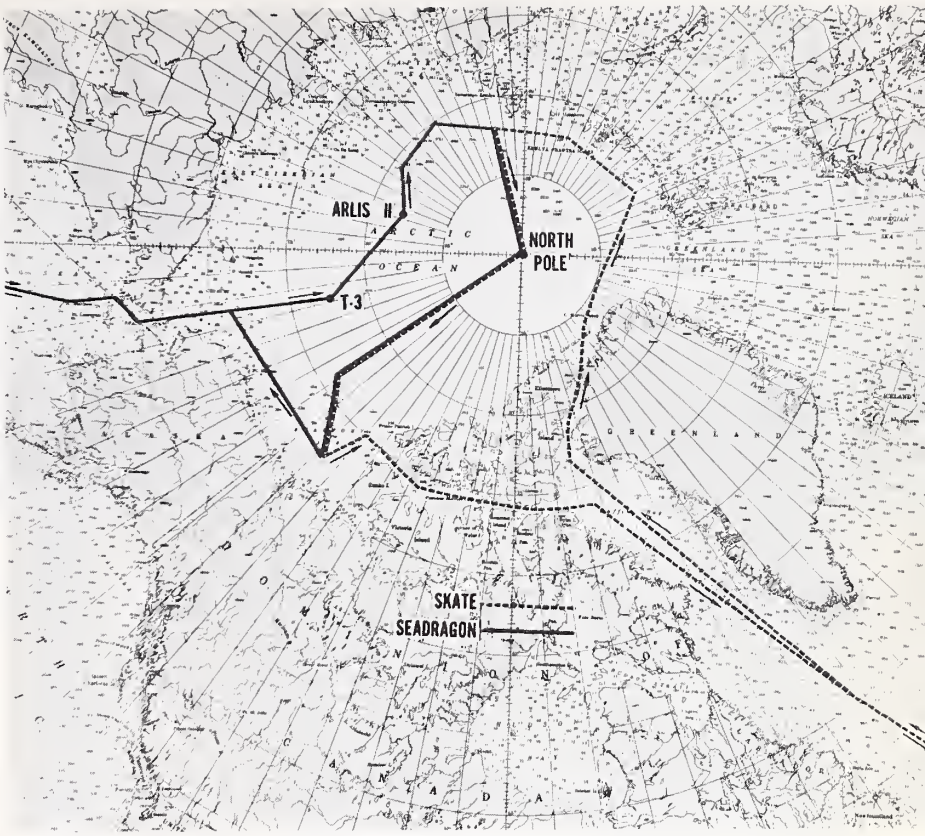
Once man learns how and why something happens, he can then harness these forces and make them go to work for him.

The broad scope of naval operations explains our interest in scientific observations and experiments involving every environment between the poles of the earth and from the depths of the ocean to outer space.

This is one of the reasons why the Navy was a major participant in the International Geophysical Year (1957-58) and has been active in polar research since that time.

Arctic activity and research have been accelerated because this once remote area has become relatively accessible and habitable through air transport. Our nuclear-powered submarines have made the Arctic Ocean of great possible strategic value.

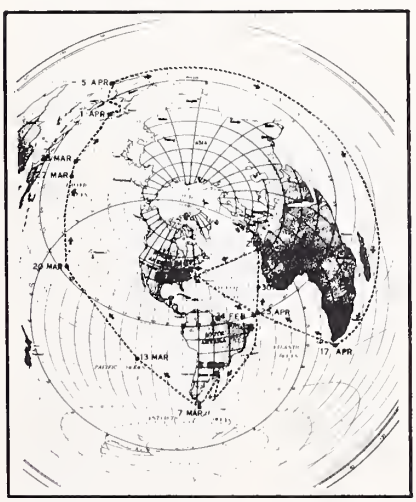
The Antarctic Ocean provides an almost perfect laboratory for the study of problems in basic science which are world-wide in scope and which could not be well solved elsewhere.



UNDER ICE—*USS Skate* and *USS Seadragon* greet each other at North Pole.

A small group of some 300 Americans winter over at the four U. S. Antarctic stations each year to carry out the scientific studies and related support functions. Operation Deep Freeze is the name given to the U. S. Navy's logistic support for the U. S. scientific probings of Antarctica. Each year this involves thousands of men, up to a dozen ships, dozens of aircraft and tons of supplies and equipment, plus plenty of know-how.

The United States is not alone in its interest in Antarctica. The scientists of 12 nations at 62 Antarctic stations are currently gathering data in the fields of meteorology, aurora and air glow, glaciology, cosmic rays, gravity and seismology, ionospheric physics and geomagnetism. Clarity of atmosphere and periods of sustained darkness render observations taken in the Antarctic extremely valuable.



TRITON circumnavigates the globe.

AS WE HAVE TRIED to suggest, the Navy, as a member of the armed services team carrying out commitments of the United States, has to be capable of performing its role in any part of the world. To meet these responsibilities, it has extended its efforts into almost every area of human endeavor.

Operating on, over, and under the seas, on the beaches and the far reaches of the world's oceans—and in the limitless field of science—the Navy combines tradition and change, and continues to grow.

On the following pages are a few examples illustrating a part of the Navy's six-dimensional mission. Others will be discussed in future issues of ALL HANDS Magazine.



Navy's Role from Pole

THE UNITED STATES NAVY and the north and south polar regions of this planet have known each other for a long, long time.

Under the circumstances, the relationship could be expected to be on the cool side but, as far as the Navy is concerned, familiarity has resulted gradually in warmer feelings.

As with most new friendships, the first overtures were of an exploratory nature. Early expeditions were primarily concerned with elementary problems of survival and were content to record little more than the geography of new lands.

Later came scientific research, development of scientific facilities and a more detailed analysis of scientific data. Today, passenger planes cross the North Pole on routine schedules. At the South Pole, men live the year 'round, not comfortably but in reasonable security, thanks to their own sense of adventure and the sacrifices made by predecessors.

In both the Arctic and the Antarctic, the breakthrough came with startling suddenness. For centuries, men probed the Arctic regions and died there hoping to find the fabled Northwest Passage.

Ironically enough, almost as a side issue to its primary mission, only a few years ago an MSTS, Coast Guard and Canadian expedition charted an ice-free passage across the northern reaches of the continent.

HOWEVER, the Navy's share of polar research began long ago. RADM Robert E. Peary, for example, spent years in preliminary exploration before he reached the North Pole.

Peary's first trip to the Arctic in 1886 was in the nature of a reconnaissance, but his observations added greatly to man's knowledge of the Far North.

Until Peary's explorations, geographers weren't certain Greenland was an island. They were ignorant of what, if anything, lay north of Greenland and of how far north the Greenland ice cap extended.

These things, and more, Peary learned while doing the spadework which would eventually put him on top of the world.

Peary's first four attempts to reach the Pole had been unsuccessful but, after spending the winter of 1908-09 off Cape Sheridan, Grant Land, he began his fifth push for the Pole by sledge on 1 Mar 1909. He reached his goal a month and six days later and returned to his base after a bone-crushing journey.

The hardships endured by Peary in his assaults on the Arctic were shared by all explorers of his era, for Arctic technology in those days meant Eskimo dogs pulling sledges from one pre-established supply base to another.

The world of Peary's day didn't know how to maintain men for long periods of time in such inhospitable surroundings. Nor, for that matter, did the world have any particular desire or need to maintain men in the frozen wastelands.

DOWN UNDER—CBs install arches for roof of one of the tunnels that will house new Byrd Station.



SINCE PEARY'S DAY, however, and especially since World War II, modern technology has made the Arctic regions a strategically important part of the shortest distance between two points.

To cope with this geographical shift in travel routes, the Navy supplies and patrols the Arctic early warning ranges and has sealifted tons of building materials for the Ballistic Missile Early Warning System installation at Thule, Greenland.

It has also exploited the ability of nuclear submarines to remain indefinitely underwater by adding an underwater route across the top of the world.

In August 1958, uss *Nautilus*

(SSN 571) reached the North Pole on the underside of the ice over which Peary had traveled many years before.

The *Nautilus* voyage was considerably less difficult than Peary's but the risks were still great, for the ice in the Bering and Chukchi Seas, under which *Nautilus* passed, sometimes provides a clearance of only 20 to 80 feet.

Nautilus was soon followed under the polar ice by *Skate* (SSN 578) (which surfaced at the Pole in 1959) and *Sargo* (SSN 583).

Seadragon (SSN 584) made a historic east-west transit from Portsmouth, N. H., to Pearl Harbor in

to Pole

August and early September 1960.

Seadragon's crew made the trip even more memorable by organizing a baseball game after their ship had surfaced at the Pole—contriving a diamond so a base runner would travel from today into tomorrow and from one side of the world to the other. It was, geographically speaking, a world series.



UP NORTH—*USS Burton Island* (AGB 1) ices up during Arctic expedition.

THE FIELDS FOR scientific research in the Arctic are largely oceanographic, for much of the Arctic region is under water. The Navy has been active in obtaining scientific information through research performed by Navymen and by scientists under contract to the Office of Naval Research.

Twenty-four thousand miles of the Arctic Basin, for example, were surveyed in 1961 under Navy sponsorship, revealing considerable new knowledge concerning the earth's magnetic field and information which may prove valuable in forecasting the ways in which Arctic ice will break up and drift.

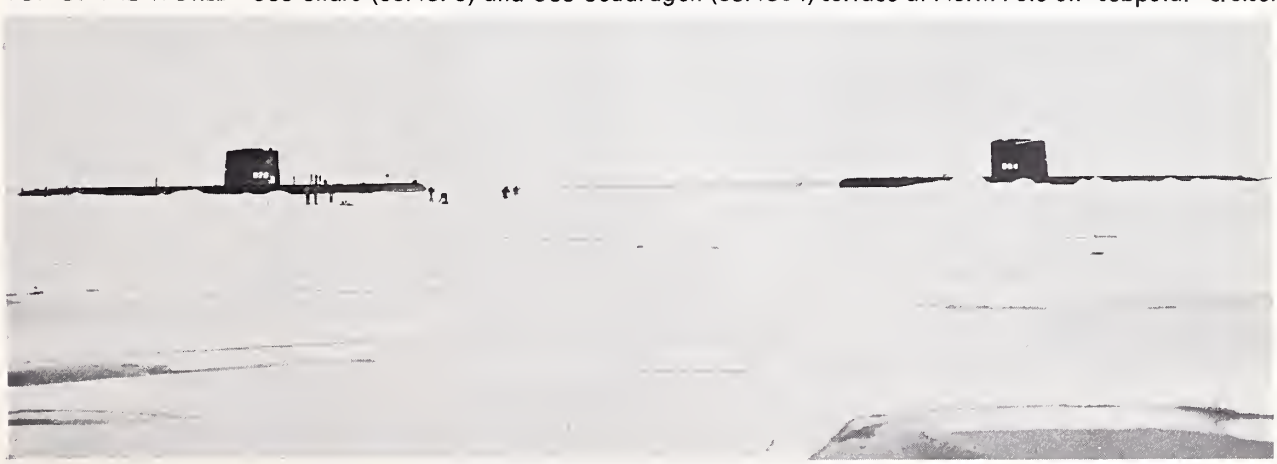
Although the Arctic regions of the earth have been much more thoroughly explored than the Antarctic, most Navymen and the world are much more familiar with explorations at the bottom of the globe.

Nobody knows when man first laid eyes on the Antarctic continent. The ancient Greeks believed it existed, and it was the subject of vague Maori legends.

Captain James Cook assumed the existence of an Antarctic land mass when he sailed completely around the continent between 1772 and 1775 without actually seeing it. He did, however, discover South Georgia, one of the gateways to Antarctica. He also made a note of its seal-covered beaches.

It was really the seals which drew men south in the early 1800s, for sealskin was in great demand and the known supply was diminishing.

TOP OF THE WORLD—*USS Skate* (SSN 578) and *USS Seadragon* (SSN 584) surface at North Pole on "subpolar" cruise.



GREETINGS—Welcoming party of young penguins greets Navymen in boat from *USS Edisto* (AGB 2) in Ross Sea.

Because the sealers were understandably reluctant to tell others about the locations of herds, information on the existence of a southern land mass was, at the time, scarce and not notably accurate.

IT IS FAIRLY certain, however, that a Captain Nathaniel B. Palmer of Stonington, Conn., sighted Antarctica in 1820 near the tip of what is now known as Palmer Peninsula.

British and Russian ships also came within sight of the continent, but it was a Captain John Davis of New Haven, Conn., who wrote in his logbook on 7 Feb 1821 that he suspected the land he saw was part of a continent.

An expedition led by LT Charles Wilkes, USN, skirted the ice pack to the westward and saw land at numerous points over a distance of 1500 miles. By 1840, Wilkes was absolutely certain the land which had been the subject of ancient legend was actually a large continent.

After the 1840s, the tempo of Antarctic exploration decreased perceptibly, and for 50 years only occasional efforts were made to learn more about the white continent. Then, in the 1900s, interest was revived and names like Amundsen (who first reached the South Pole), Scott and Shackleton became part of the heroic age of Antarctic explorations.

The first airplane flight over the Antarctic was made by Sir Hubert Wilkins of Australia and his American pilot, Carl B. Eielson in 1928. However, it remained for a United States Navyman, RADM Richard E. Byrd, to make the most extensive use of aviation in Antarctica and to bring modern machines and communications into the area.

COOL SCENERY—Members of Deep Freeze photograph unusual ice formation.



THE FIRST BYRD expedition (1928-1930) is best remembered by the public for its flight over the South Pole and the establishment of Little America. It was also during

this voyage that two large mountain ranges and Marie Byrd Land were discovered.

Because Byrd made extensive use of the airplane, much of the Antarctic continent was charted during his three pre-World War II expeditions.

Operation High Jump, under Byrd's command, included 13 ships and 4000 men. In 29 land-based flights from Little America and 35 seaplane flights from tenders, the coastline was photomapped and the interior was penetrated beyond the Pole.

THE INTERNATIONAL GEOPHYSICAL Year from 1 Jul 1957 to 31 Dec 1958 gave Antarctic exploration a tremendous push. Over 60 nations agreed to participate in Antarctic research during this period and share the results of their investigations.

To transport United States scientists and support their efforts in the Antarctic during the geophysical and succeeding years presented a tremendous logistic problem. The problem was assigned to the Navy, and Operation Deep Freeze was born.

The expeditions of 1955 and 1956 were really preliminaries. The 1956-57 season, which the United States termed Deep Freeze II, was one of the greatest undertaken in Antarctic history up to that time. The United States sent 12 ships and more than 3000 men on the scientific mission.



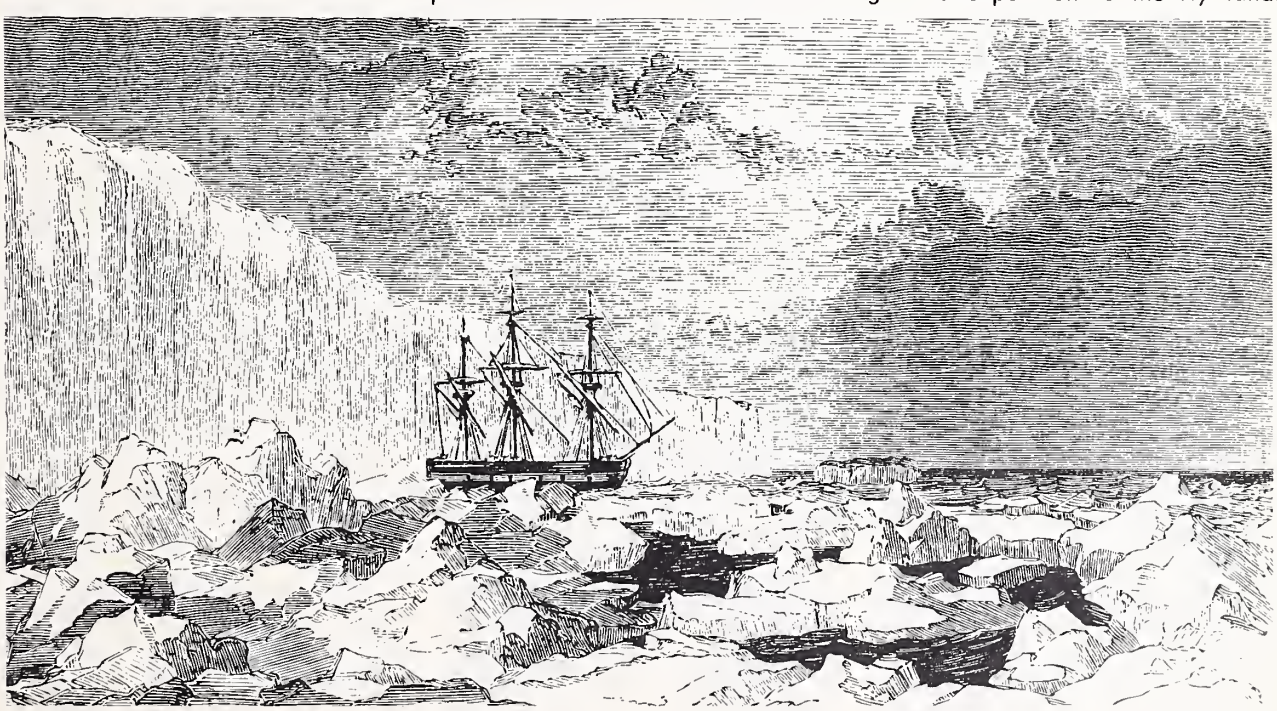
SOLID SEAS—OOD on board *USS Glacier* (AGB 4) keeps a sharp lookout as the powerful icebreaker plows its way through frozen polar waters.

In addition to the naval aircraft used in Deep Freeze I, the Air Force sent eight giant *Globemasters* which dropped building supplies and materials for the South Pole Station and assisted the tractor train which carried the materials to Byrd Station by parachuting fuel along the way.

TO UNDERSTAND what the Navy was up against in its logistic support in the Antarctic it is necessary to understand something of the continent's nature.

The south polar region is different from the Arctic. The Arctic consists of ocean surrounded by continents. The land areas surrounding the ice-filled Arctic Ocean are largely tundra and muskeg with low vegetation and many lakes. Only some of the Arctic Islands — Greenland, for instance — have an ice cap such as the one that

AMONG THE FIRST—LT Wilkes' ship *Peacock* is shown in Antarctic during 1840 expedition to the icy land.







DEEP FREEZERS—Crew checks plane, Scientist studies sea life, and para-rescue team hold practice on TF 43.

covers most of the Antarctic continent.

Antarctica, on the other hand, is a rocky continent surrounded by ocean. It is covered by about 95 per cent of all the ice in the world. All but approximately two per cent of Antarctica's five and one-half million square miles are covered by it.

At one point on the continent, scientists found 13,000 feet of ice covering the continental bedrock.

The average thickness of the ice cap is 6000 feet, and the average elevation of the continent is 7000 feet, which makes it the highest of all the continents on earth.

LITTLE SNOW falls in the Antarctic. Its climate could be compared to a desert's as far as precipitation is concerned. Antarctic blizzards are created by wind blowing snow that fell on the continent perhaps hundreds, perhaps thousands of years ago. Snow in Antarctica rarely melts unless given an assist from mankind.

The extreme cold of the Antarctic continent, of course, makes water a problem. Water for the use of an Antarctic party must be mined like coal or iron ore. The resulting snow and ice is melted and used for drinking, bathing and other purposes.

The mined water is remarkably free of bacteria but is tested nonetheless, because such an isolated camp can't afford to take chances. Oddly enough, at the McMurdo Sound camp the water has to be filtered before using to remove the volcanic ash which constitutes terra firma in that part of the world.

As might be expected in such an unusual environment, some pretty unusual equipment turns up to help the Navy do its job.

The Sno-cat is one such piece of equipment. It is the Navy's answer to traveling for long distances across the Antarctic ice in relative safety and comfort. The cat provides mobile living and messing quarters, mounted on tractor treads for traversing the ice.

Another Antarctic traveler is the Weasel, which had the distinction of being driven "around the world" in a matter of only 37 seconds at the South Pole during the 1959-1960 Antarctic season. (This record was later lowered by five seconds!)

There is also the Antarctic grasshopper, which bears little resemblance to grasshoppers found in greener lands. It is a portable weather station which is parachuted to the desired site and left to fend for itself.

The grasshopper, standing over three feet high, looks something like a big coffee urn. A 14-foot antenna, anemometer, wind vane and temperature unit project from the top of its cylindrical body.

The grasshopper broadcasts information on temperature, barometric pressure, wind speed and direction at three-hour intervals.

The "station" broadcasts weather data to the McMurdo weather service.

A later model automatic weather station was put into use recently near the Little America V base. Its power comes from radioactive pellets at the center of the unit which provide heat that is transformed directly into electricity by thermocouples.

No matter whether the weather station is battery or atomic powered, the weather information it transmits makes it clear that Mother Nature seems to take a dim view of any form of life on the Antarctic continent. However, in spite of her hostility, Navymen have found life in surprising quality, if not variety.

THE SEDATE Emperor penguins, which are sometimes four feet tall, constitute a formally dressed reception committee, while their smaller brothers, the Adelies are willing to clown it up for anyone who cares to watch them.

Unfortunately, McMurdo has more of the gull-like skua birds than any other fauna. They are an ill-tempered lot and will attack a man on the slightest provocation. The skuas' favorite targets, however, are not men but nesting penguins and their young.

Weddell seals often sun themselves on the Ross Sea ice which fronts the Navy air and sea ports at McMurdo. New Zealand's Scott Base, however, probably takes the first prize as a favorite haunt of seals and their pups.

Aside from a few tiny mites and insects, that about completes the list of land animals on the Antarctic continent.

In contrast to the relative scarcity

of land-based creatures is the abundance of Antarctic sea life. Scientists say one acre of Antarctic sea water contains more food and life than any single acre of land or water anywhere else on earth.

Most of the life on shore, in fact, depends on the fish, shrimp and plankton which are amazingly abundant.

The biggest animal of the area is the giant blue whale, which has been known to reach a length of 90 feet and a weight of 150 tons.

The villains of the Antarctic are the killer whales, which hunt in packs and attack their huge cousins, the blue whales.

MAN APPARENTLY has joined the ranks of the penguins, skuas and seals as a permanent resident of the Antarctic. His early shelters were tar paper shacks on the surface of the snow. Little America V consisted of surface buildings connected by passages made of two-by-fours, over which chicken wire and burlap were stretched.

Snow drifted over the passageways, turning them into tunnels—along which food was stored and, through which, men could travel from building to building during the worst weather.

Such methods of construction were all very well as long as an expedition remained only one or two years, but the weight of accumulated snow eventually crushed the buildings.

The crew of the USS *Edisto* (AGB 2) saw the fate of one such surface camp when they spotted in the Ross Sea an iceberg with radio masts protruding above the surface. On closer inspection, they found it was a severed building which had been a part of Little America III.

The ice pack had shifted, carrying the building into the sea. Stores were still on the shelves and were clearly visible through the ice. The rest of the building and camp might have been back at its original location 300 miles away.

Antarctic buildings today are considerably improved. Almost all are prefabricated and are easy to assemble under the most difficult conditions.

At New Byrd Station, wide trenches are dug into the snow and arched over with metal. The results, when snow covers the arches, are tunnels connecting living quarters, recreation and administration buildings, a hospital, mess hall and galley, a garage and workshops.



POLAR BIRDS—Copters play an important part in exploring Antarctica.

PERHAPS THE crowning construction at Antarctica is the installation of a nuclear power plant at McMurdo Sound.

The existence of a nuclear power plant at McMurdo will immediately ease the Navy's logistic problems while making life easier. The enriched uranium which fuels the atomic plant will provide the same amount of energy previously furnished by millions of gallons of fuel oil.

It has been more than 140 years since the first sealers saw Antarctica and over a century since LT Wilkes proved it was a continent. Applications of modern technology in the Antarctic have opened up vistas previously undreamed of—even the possibility that there may someday be families, schools and stores in Antarctica.

Undoubtedly such a future is still far far away, but the development of nuclear power in the Antarctic will unquestionably reshape its future. In the meantime, meteorologists will continue to study the Antarctic's influence on the weather. Physicists will study the atmosphere, magnetic field, cosmic rays, the ionosphere and the aurora. And, biologists, botanists and geologists will continue to study animal and plant life and the rock structure of the continent.

Although man's ingenuity has made anything possible in the polar regions, it seems likely that life there will not change radically in the near future and that the principal export of the North and South Poles will be scientific data.

In the meantime, the Navy will be there to do its part.

—Robert Neil

WHO GOES THERE? Penguins and seals add local color to OP Deep Freeze.







COOL FACTS—Oceanographer tests Antarctic sea water in laboratory aboard *USS Staten Island* (AGB 5).

OCEANOGRAPHY

Exploring Inner

THE FIRST THING many visitors see in an oceanographer's office is an unusual map on which the continents are shown as flat featureless masses while the spaces between are colored varying shades of blue.

The blue portions of the map show mountains higher than Everest, chasms deeper than the Grand Canyon, plateaus and valleys.

These are the world's oceans—three hundred million cubic miles of brine. This is the province of the oceanographer.

According to Webster, oceanography is the study of the ocean's geography and its phenomena.

There are two major categories: Static oceanography, which deals with the physical and chemical properties of the water; the topography and composition of the ocean's bottom; and

Dynamic oceanography, which deals with waves, currents, tides and the formation of islands.

It isn't difficult to see that an oceanographer must be a jack-of-all-sciences—chemist, biologist, geologist, physicist—to do his job well.

ANCIENT MARINERS didn't know it, but they were oceanographers of sorts when they discovered winds and currents which would carry their sailing vessels to a predetermined destination.

Later, oceanography became a more conscious science. Benjamin Franklin, for instance, prepared an early sea chart of the Gulf Stream.

The pre-Civil War era saw the advent of the Navy's interest in the science when a collection of data was begun on ocean currents and tides, which could be graphically displayed on charts to assist navigators.

When the United States entered World War II, the Navy had to be content largely with what oceanographic information was on hand.

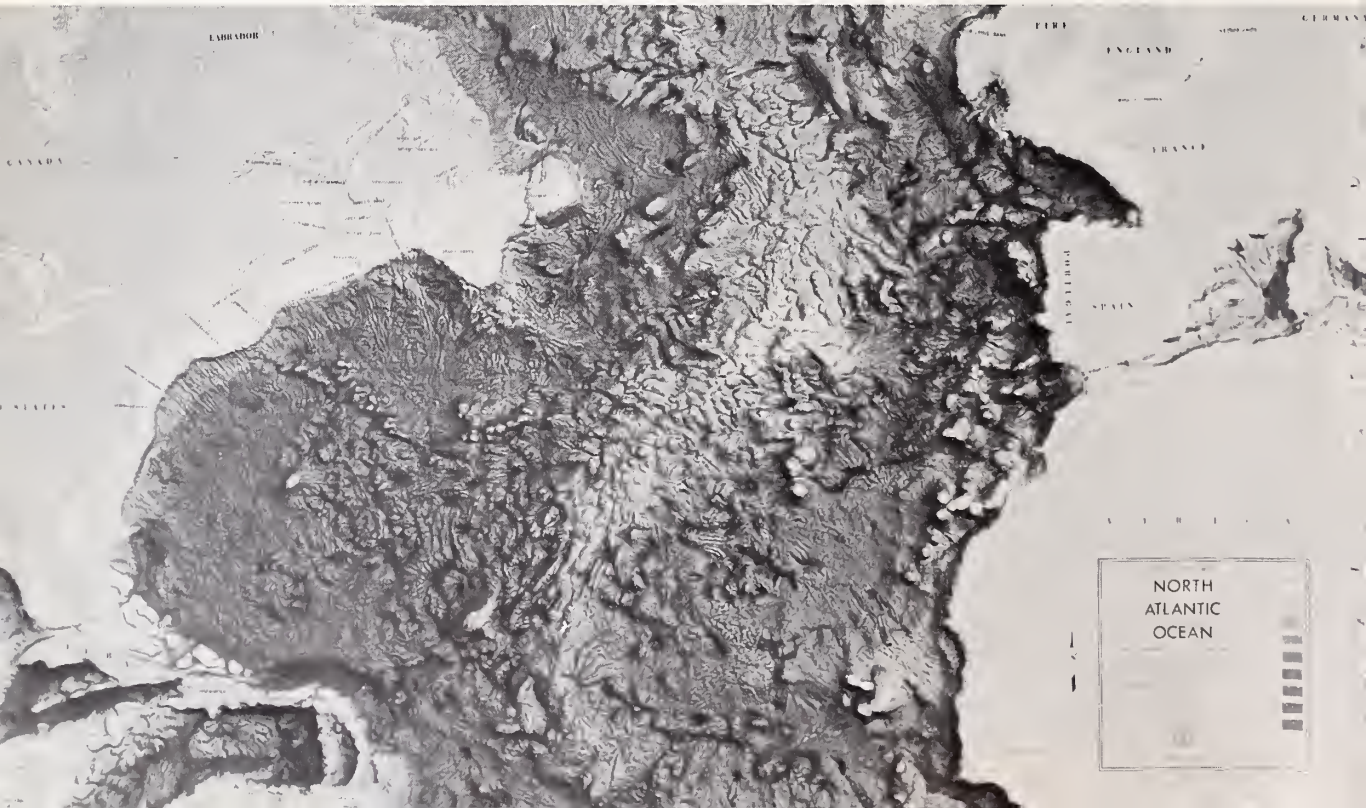
This wasn't much. After man no longer depended on the winds and currents to carry his ship to its destination, interest in learning about the seas' phenomena lagged.

Oceanographic data had, of course, been collected in the years immediately preceding the war, but it was usually the result of a specific need.

BY AND LARGE, the charts used in the Pacific at the outset of World War II were based on information supplied to the British Admiralty by Captain Cook late in the 18th century.

If this scarcity of information on

UNUSUAL MAP shows in relief the mountains and valleys on the floor of the North Atlantic Ocean.



Space

the oceans surprises you, it needn't. Although men had been more or less interested in the behavior of the ocean's tides and winds since history began, mere interest wasn't enough.

To learn about the ocean, it had to be observed, and how could men observe the ever-shifting surface of the sea or trace the course of invisible winds and currents?

Through the growth of electronics men found the means to maintain a constant watch on specific surfaces of the ocean; to check swells and waves; and observe the interaction of water and air when they combined to produce weather.

In 1958, the Navy increased its efforts, but it soon became apparent that an even greater oceanographic program would be necessary.

The National Academy of Science's Committee on Oceanography (NASCO) reviewed the over-all needs of the nation with regard to the oceans and, in 1959, proposed a comprehensive national program designed to double the nation's oceanographic effort in the sixties.

The program covered the basic research efforts of private oceanographic laboratories which were supported by the Office of Naval Research and covered all research and development in oceanography which the Navy could reasonably hope to accomplish in one decade.

ONE OF THE PROJECTS SCHEDULED for the sixties is an extensive survey of the oceans.

The task, of course, is so stupendous that it will continue well after the sixties have passed into history, but a good start will have been gained through the Navy's contribution to this intense oceanographic program for this decade.

The coastal areas of the world are a logical place to begin an oceanographic survey and the work done by USS *Maury* (AGS 16) is a good example of the job being done by many ships of the Navy—frequently in very remote sections of the world (see ALL HANDS, May 1963, p. 8).

Maury's task was to survey the Gulf of Siam. The coastal waters of Thailand were fairly well charted but few soundings had been made off shore and in the lower half of the Gulf.

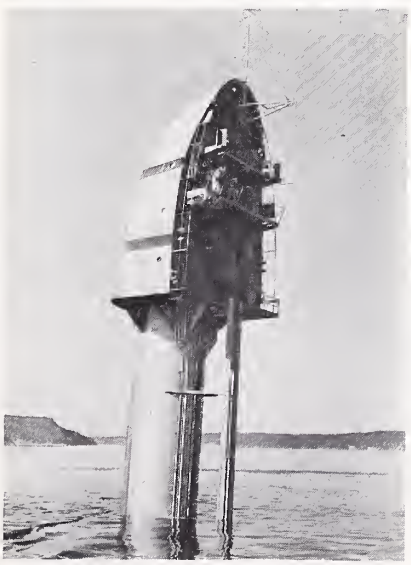
The surveyors found most of the Gulf so shallow they had to employ *Maury's* two 52-foot sounding boats. These small boats can operate independently for 10 days and were able to negotiate the shallow water.

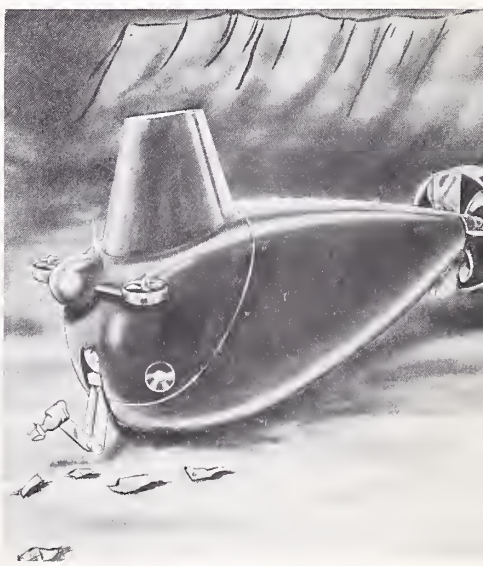
They were also less hazardous to

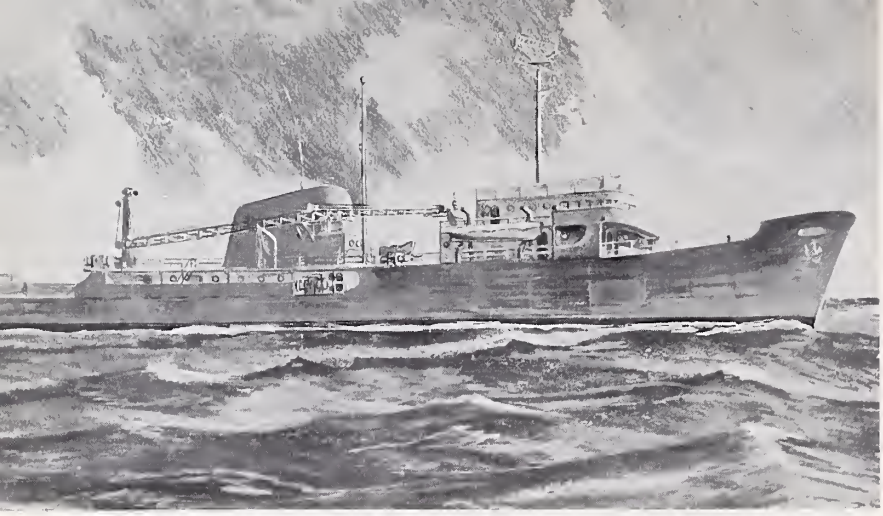


NEW CORER goes down on test to bring up five feet of ocean bottom.

STUDY AIDS — New ships are helping ocean studies. Two-man sub will explore the bottom *(rt.)* and Flip ship is floating instrument platform







FLOATING LAB — Sketch shows oceanographic research ship now building.

the Thai fishermen whose small boats populated the waters of the Gulf day and night without the benefit of lights.

Maury and her sounding boats used Shoran and Lorac, electronic positioning systems to determine accurately positions when sounding in the Gulf.

The Gulf of Siam, of course, is only a drop in the big bucket of oceanographic survey. During the sixties, *Maury* together with other types and other oceanographic survey ships will put a big dent in the job of learning the geography of the underwater world.

SINCE THE PROGRAM for the sixties began, there has also been extensive research on the ocean's gravitational and magnetic fields, currents, temperature, and other characteristics of ocean water.

This work has not been confined exclusively to oceanographic research and survey vessels. Many other types of naval craft have been pressed into service for obtaining water samples and conducting tests in particular parts of the oceans from which information is needed.

By 1970 oceanographers expect to know considerably more about the ocean than they did at the beginning of 1960.

A study of sea ice movement, ocean currents, and other factors is under way which will enable ships to utilize predictions of natural sea conditions in charting the fastest and safest routes they can take.

By 1965, scientists expect to have in operation a marine environment prediction system which will be useful not only to the navigation of Navy ships but also to merchant vessels.

Already, considerable time and expense are being saved by the ability oceanographers now have to predict marine conditions.

Needless to say, this information could be put to good use in amphibious, submarine, mine, and nuclear warfare operations.

ONE OF THE MANY interests of oceanographers is marine biology and the effect that sea animals have on underwater acoustics.

One of the more interesting series of experiments conducted along this line was undertaken by the Lerner Marine Laboratory at Bimini, Bahamas.

The Lerner Marine Laboratory, which works under contract to the Office of Naval Research, is well situated for field experiments of this nature. The waters near the lab are uncontaminated, undisturbed, and deep near shore. In brief, ideal for biological, acoustic, and visual studies.

Even more important, Bimini is located in the Gulf Stream, which is used by a variety of fishes migrating up and down Atlantic coastal waters.

Like New York's Broadway and 42nd Street, where the world passes by, Bimini is an ideal place for watching the smallest to the largest forms of marine life which inhabit the Atlantic.

Because of these and other advantages, the Navy established its first permanent underwater bioacoustic station combined with an underwater television system there. Both the sound and television pickups are connected by cable to the Lerner Laboratory.

With the increasing use of sonar, noise made by marine animals has long been an important problem to the Navy, especially in coastal waters.

With more knowledge concerning what animals produce which sounds, electronics engineers will better be able to cope with unwanted noises.

DURING THE SIXTIES, the Navy has included a more extensive look at the arctic regions of the world in its oceanographic program.

SEA SMOKE — Gulf Stream meeting cold Arctic air causes unusual seas seen 250 miles east of Norfolk.





WIZARDS OF OOZE — Oceanographers cut up core of ocean bottom laid out on deck of USS *Rehoboth* (AGS 25).

As a starter, it has scheduled studies of meteorology, micrometeorology, marine biology, sea ice characteristics, ice drift and underwater acoustics; plus a geophysical study of ice islands.

Arctic research presents a problem not found in the Antarctic, which has a rocky continent which can be used as a base.

In the Arctic, the Navy overcame the problem by using drifting ice islands as bases. For instance, one such island, ARLIS-2, measured about two by three and one-quarter miles. The island was composed of frozen fresh water and was about 50 feet thick.

The camp at ARLIS-2 was manned by scientists from the University of Alaska working under a Navy contract. They were able to observe Arctic oceanographic phenomena despite the lack of land on which to establish a base.

They also probed into the composition of their base island, which came complete with several 50-foot-high mounds of rock and clay indicating its glacial origin.

ANOTHER POSSIBILITY for Arctic oceanographic exploration lies in freezing a ship into the Arctic Ocean ice pack for a three-year scientific research program.

The ship would have a standby propulsion system so it could take advantage of cracks or leads in the ice to maneuver into more favorable positions if the opportunity should arise.

There are multitudes of other facets to oceanography. The Mohole Project, aimed at drilling a hole into the earth's mantle, is one of them.

In 1961, drilling techniques were tested in the ocean south of California off Guadalupe Island. The drill was lowered from a derrick mounted on a converted Navy YFNB. It penetrated through 600 feet of the primeval ooze, a depth of 11,700 feet from the surface and reached about halfway to the mantle.

The drilling was a success until the bit had to be replaced. Once it was withdrawn, reentry into the drilling site could not be made.

Designs of new drilling rigs are being considered, and a new attempt will be made sometime in the future. When scientists do succeed in drilling into the earth's mantle and learning its composition, a whole new field of knowledge will be opened, which may give clues to the location of oil and other mineral deposits, as well as clues to the evolution of the earth and, perhaps, of the entire universe.

ANOTHER FACET of oceanography in which the Navy has achieved success is exploration of the deep deep sea. The descents of the bathyscaph *Trieste* have been widely publicized in the press because of the considerable information which has been obtained on types of life found and sounds heard in the deep.

In 1960, *Trieste* descended into the Marianas trench to a depth of more than 6.5 miles. At this time, the existence of life and ocean currents at that depth was established.

Trieste's virtual monopoly on deepsea exploration will end in the foreseeable future, for there is now under construction a vehicle known as *Deepstar*, which will be capable of explorations at depths of 12,000 feet.

Deepstar will be manned by a crew of three. It will have two

LOOK OUT BELOW — Bathyscaph *Trieste* has achieved great success in gathering information about life and sounds down in the deep deep sea.







NOW SEA THIS — Survey team member checks tide gauge. *Rt:* Temperature of ocean's surface is recorded.

mechanical arms, one of which will hold a powerful light, the other will have steel fingers precise enough to pick an organism from the ocean floor.

Deepstar will be self-propelled, and can dive, surface and maneuver without being hindered by surface lines.

While underwater, it can search for minerals, perform salvage operations, take photographs and electronically gather information.

Another vehicle called the *Aluminaut* will also be able to maneuver on the bottom of the sea at an even greater depth than *Deepstar*. *Aluminaut* will probably be able to dive three miles—a depth which would permit exploration of 60 per cent of the ocean's floor.

TO DO ITS OCEANOGRAPHIC JOB better, the Navy is enlarging its research fleet. Before 1970, the construction of 34 new ships will be completed. Sixteen of the new ships will be survey vessels, eight of which will replace existing ships.

Another 18 will be for research (of which seven will replace existing ships.)

Probably the most unusual of the new oceanographic research vessels is the Flip (short for Floating Instrument Platform) designed and operated by the Scripps Institution of Oceanography of the University of California. The name "Flip" is more than a nickname, it is a description. The Flip is not self-propelled; it must be towed. While being towed, it is in a horizontal position with its long axis parallel to the water.

This 355-foot ship is unusual because it flips into a vertical position, thus providing the oceanographers on board with a stable platform even in rough seas.

Oceanographers will put Flip to good use in studies of wave motion, marine biology, internal waves, sound waves and other ocean phenomena.

WITH SUCH EFFORTS being made to learn the secrets of the oceans, it might be expected that a massive amount of information is being stored somewhere. The somewhere in this case is the National Oceanographic Data Center in Washington, D. C.

In 1961, when the data center was established, the Navy Hydrographic Office transferred its oceanographic files to the center to be used as a starter.

It was an impressive beginning. To get an idea of the amount of information then available, it will suffice to say there were more than 20 million cards punched with North Atlantic observation data alone.

From this center, oceanographic information gathered by the U. S. Coast and Geodetic Survey, Bureau of Commercial Fisheries, National Science Foundation, Atomic Energy Commission and the Weather Bureau, as well as that collected by the Navy, is distributed.

In addition to other data, the center also furnishes basic information for such investigations as studies of the Gulf Stream, hurricanes and fishing problems.

IF OCEANOGRAPHIC DATA has been collected in unprecedented quantities during recent years, it promises to increase in quantity and quality in the immediate future. Instruments available to oceanographic scientists are improving.

For instance, the device earlier used for measuring waves was difficult to handle and required laborious analysis.

A replacement for this device is on the way, in the form of an instrument which will measure waves by means of sound.

The Roberts current meter is another instrument which has proved to be rugged and accurate in measuring currents above 0.1 knot.

The Navy is making use of an experimental electronic bathythermograph (to measure temperature in relation to depth) from a hovering helicopter.

Another airborne measuring device is the radiation thermometer

which is installed in an airplane and scans the surface temperature of the ocean.

Buoys, manned or unmanned, increasingly furnish platforms from which instruments can be suspended in the ocean to measure the speed, direction of movement and temperature of the water.

Recent years have provided a tremendous boost in our oceanographic knowledge.

The present increased efforts have been spurred by greater than ever reliance on seapower in national defense and by the increased role which the sub plays in that defense.



SEA SURVEY — LORAC plotting watch on board *USS Serrano* (AGS 24) mans instruments to accurately fix their ship's position while charting sea.

OCEANOGRAPHIC RESEARCH ranks high from the standpoint of national security, for an attack from enemy submarines lying undetected off our shores could be devastating. The force which best knows the medium in which it operates would have an immeasurable advantage in any hostile situation.

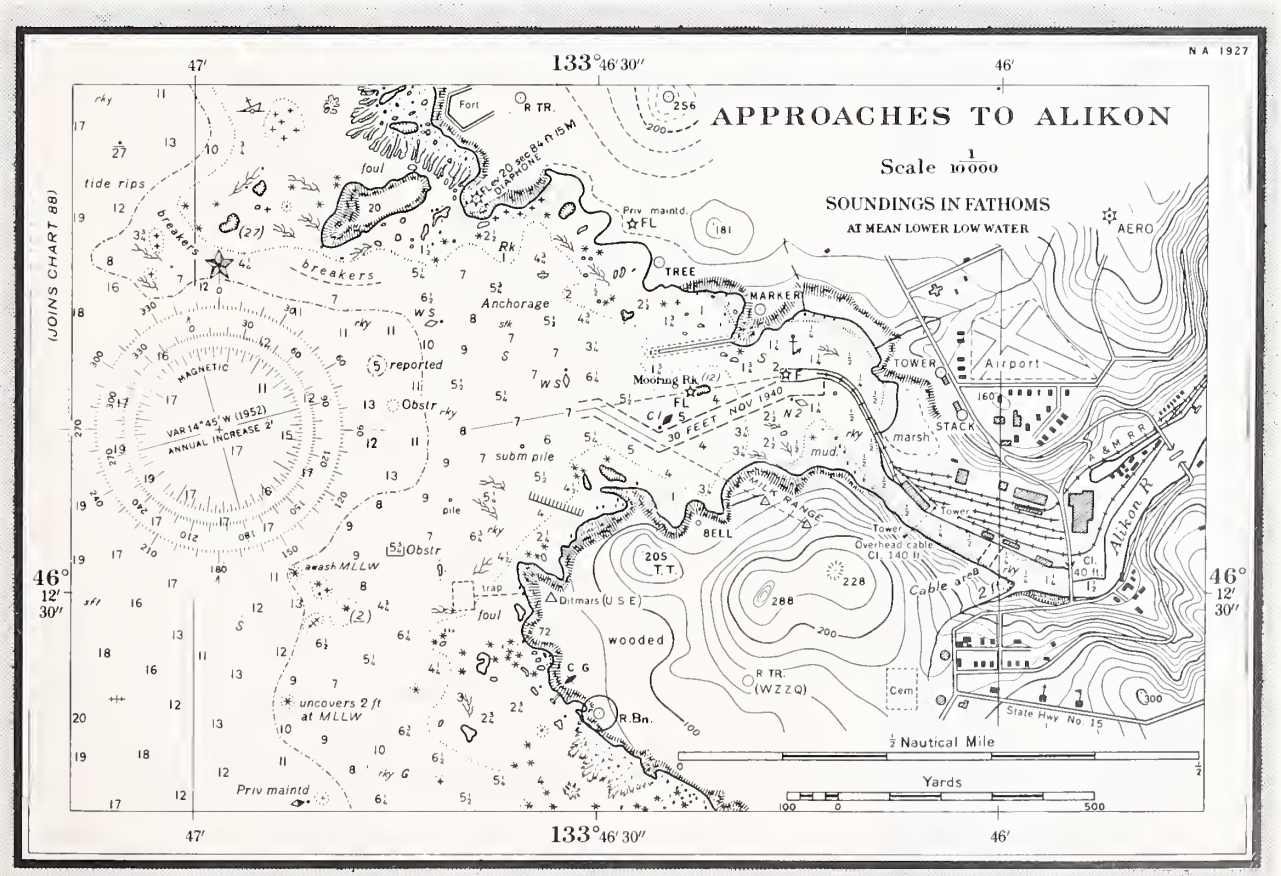
Tremendous strides are being made in oceanography and they will continue to be made. As information is collected, bit by bit, large pictures come into focus, and the sea, which man's mind has barely grasped in the past, begins to emerge clearly.

For the future, the horizons are unlimited. Industrially, the oceans are limitless treasure houses. Militarily, they have assumed an importance which they have never before had in the history of mankind.

As methods for oceanographic study improve, the oceans of the world will undoubtedly be put to uses which seem to be only in the realms of science fiction today.

—Robert Neil

SAMPLE CHART shows type of work Navy survey teams are doing in studying waters throughout the world.







FROGMEN move out from submerged sub. *(Below)* UDT-planted charges are set off. *(Rt.)* Troops disembark from LCVP.



Amphib Forces—

ON 20 FEB 1942 the Commander in Chief, U. S. Fleet sent a simple two-line message to his Atlantic and Pacific Fleet commanders. It was the first step in the formation of one of the most powerful naval forces the world has ever known. The message directed them to organize amphibious forces as part of their fleets.

Today, although there are fewer amphibious ships than there were during World War II, their role has changed little. WW II type amphibious ships are still in operation, but more modern types are being phased into the force. The new amphibs stress mobility, speed and long operating ranges. The goal of the amphibious force is for all its ships to be capable of operating at a speed of 20 knots.

Added versatility is the trademark of the dock landing ship (LSD), which can now launch troops and equipment by helicopter from its flight deck as well as combat-loaded assault craft from its submersible well deck.

USS *Francis Marion* (APA 249) exemplifies a new attack transport class. These ships are each capable of taking an entire battalion landing team (BLT) to a trouble spot. Powerful 60-ton booms on quadrupod masts add to their combat-transport capability.

Modern amphibious warfare doctrine incorporates the vertical assault with the older over-the-beach assault with no loss of power. The capability of moving troops by helicopter and bypassing enemy defenses gives the commander increased flexibility. Helicopters may be launched from fast moving amphibious assault ships which resemble the smaller aircraft carriers.

AN AMPHIBIOUS ASSAULT is the most complex of naval operations. It requires exact timing, thorough training and detailed planning. Almost every type of naval unit is employed in an assault operation.

Antisubmarine task groups protect the assault force from underwater attack while the force is on its way to and is in an assault area. Jet aircraft, launched from attack aircraft carriers far at sea, provide close air support. Guided missile cruisers and destroyers neutralize the beach and inland areas with gunfire. Minesweepers clear away mines laid in the approaches to the beach landing sites and mine the flanks of the landing beach.

Navy underwater demolition experts not only reconnoiter the waters





AMPHIBIOUS troops hit beach during assault landing exercise. *(Rt.)* Jeeps move along causeway from LST to beach.

Antidote for Aggression

close to the enemy beaches, but also destroy natural and man-made obstacles which could impede the landing force. Navy beachmaster units and amphibious construction battalion personnel prepare the beaches over which men and materials must come to carry the battle inland.

ONE OF THE more important parts of the amphibious force with which many Navymen may not be familiar is the naval beach group. Naval beach groups are made up of three units: a beachmaster unit, an amphibious construction battalion and an assault craft unit. These three outfits are assigned to the naval beach group for training, administration, supervision, coordination and planning.

During an assault the naval beach group supplies beachmaster units for each battalion landing team. The beachmaster unit is the policeman, traffic director and cargo handler of the assault beach.

The officer in charge of the beachmaster unit has control of all naval elements on the beach, reporting directly to the shore party commander. He is responsible for preparation of the beach and its approaches, plus determination and marking of landing sites. His unit controls the embarkation into landing craft of supplies, troops and equipment while working with the shore party commander and the traffic control officer at sea.

Beachmasters also control salvage operations on and off the beach, assist in the evacuation of prisoners and casualties, and provide for their own local security.

The second part of a beach group is the amphibious construction battalion. This unit's work includes construction and operation of pontoon causeways, lighterage barges, warping tugs and ship-to-shore bulk fuel systems. Additionally, the construction battalion maintains and operates causeway tender boats. The Seabees are under the command of the beachmaster while they are working on the beach.

The assault craft unit provides heavy lighterage (LCUs and LCM 6 and 8s) for ship-to-shore transportation of troops and supplies during an amphibious landing. It has the responsibility of seeing that boats are repaired at the beach. Assault craft come under dual control during an operation. Craft of the unit are assigned to the operational control of the transport squadron commander. At the beach they come under the control of the beachmaster.

SHIPS IN OUR Atlantic and Pacific amphibious forces include amphibious command ships (AGC), amphibious assault ships (LPH), amphibious transport docks (LPD), attack transports (APA), attack cargo ships (AKA), dock landing ships (LSD), high speed transports (APD) and tank landing ships (LST). Most of these vessels carry the assault landing craft necessary to transport troops to a beachhead and the LPHs carry the helicopters.

In addition to these ships the force contains the East and West Coast amphibious bases, tactical air control groups, landing ship flotillas, schools, training elements, and the command and staff structures required to plan, train for and carry out the many phases of amphibious operations.

One part of the amphibious force which, most will agree, is extraordinary is the underwater demolition team. So that the role of these units will not be overlooked, let's take a look at their history and training methods.

Underwater demolition teams were the solution to many problems encountered in WW II amphibious operations. The waves of landing craft carrying troops to the beaches of Tarawa in the Pacific went

aground on a submerged coral reef which had not been revealed by aerial reconnaissance photos. The reef forced the troops to wade about 700 yards in hip-deep water under heavy Japanese fire. Losses were extremely high before the landing force had even established a beachhead. Staff planners of all services recognized that the success of other amphibious invasions against Japanese-held territory would be jeopardized if natural and man-made obstacles to the seaward of the beach were not discovered and removed. Therefore the underwater demolition teams were organized.

THE FIRST UDT personnel were recruited from the Seabees, and from the early Navy and Marine Scout and Raider volunteers, who were rugged, physically capable, and who had swimming experience.

At Fort Pierce, Fla., in the early summer of 1943, an intensive physical training program was devised, based on the theory that a man is capable of 10 times as much physical output as is normally believed possible.

Demolition work was emphasized. Methods were developed for demolishing the kind of obstacles expected in future operations. Gruelling night-time problems, conducted in the snake and alligator infested swamps of Florida, produced a Navyman who was at home with mud, noise, exhaustion, water and hostile creatures . . . human or otherwise.

During the Korean conflict, underwater demolition units performed beach reconnaissance missions, made sneak inland raids to gather intelligence data, and destroyed strategic targets such as roads or bridges in coastal areas. Inland penetration training continues to be part of UDT basic training.

The secrecy covering many UDT tactics was lifted after the Korean conflict. In recent years new developments and concepts have made part of the training classified once more.

Now that we have an idea of the units involved in an amphibious operation, let's see what happens before and during a typical amphibious assault, keeping in mind that every operation varies according to the situation.

THIS HYPOTHETICAL situation involves an amphibious assault on an enemy-held island. Here's the problem.

Some weeks ago, an aggressor nation made a surprise landing on Erewhon Island, located 700 miles from the aggressor homeland, and 1500 miles from our bases. In accordance with a mutual defense pact, the nation of Erewhon has requested the United States to assist in dislodging the aggressor from the island.

Following a National Security Council meeting, the President directed the JCS through the Secretary of Defense to take military action to dislodge the enemy and to restore the friendly government. The JCS then directed implementation of the plan.

The commander of the amphibious force for the ocean area including Erewhon Island has been named the commander of the amphibious task force. The landing force will be commanded by the commanding general of the Fleet Marine Force. Two task groups, the eastern attack group and the western attack group, will each land one Marine division wing team in assault.

THE EASTERN attack group is the one we'll observe.

Intelligence reports indicate enemy forces on Erewhon Island consist of two rifle divisions, a small naval unit and air force ground personnel—a total of 30,000 men.

After evaluating these reports, planners for the operation determined the scheme of maneuver ashore. Commander eastern attack group was assigned the following ships, craft and equipment:

One AGC to serve as eastern attack group flagship and afloat command post for the commander of the eastern landing group. This ship will provide communication and command facilities, plus space for headquarters staff and equipment.

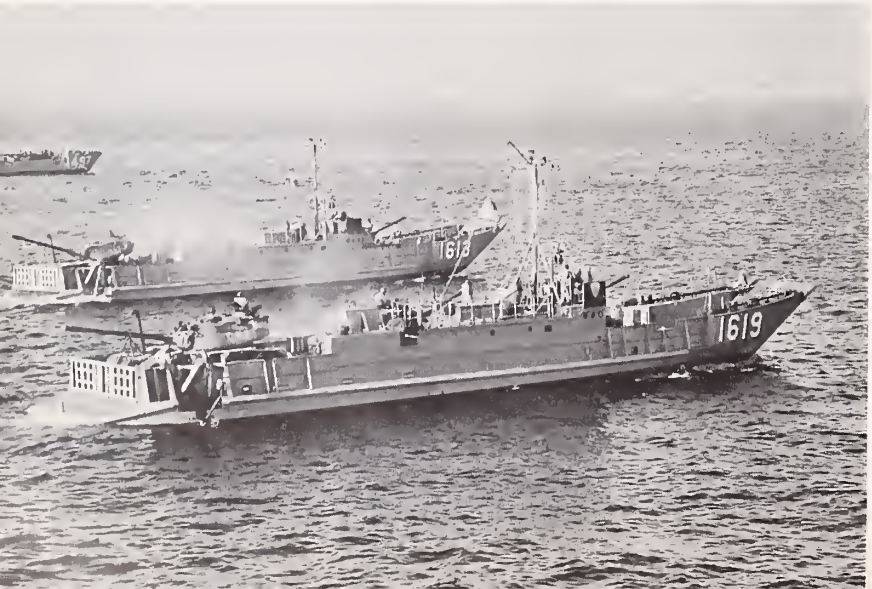
Eight APAs to carry most of the assault troops and their combat cargo, including vehicles.

Twelve AKAs to carry rations, water, fuel, ammunition and high explosives, plus a number of wheeled vehicles and troops to man them.

Ten LSDs to transport the largest landing craft in their well decks. They will be loaded with heavy mobile equipment and will also carry rolling stock on their weather decks.

Eighteen LSTs capable of discharging their cargo of tracked and wheeled vehicles either directly onto the beach or onto pontoon causeways which they also carry to the landing area.

LCU'S MOVE tanks and heavy combat vehicles to beach. *(Center)* Road is checked for mines and marked with tapes.





Four LPHs for the transportation of helicopters and helicopter-borne troops with their combat equipment.

Twenty-two LCUs, landing craft utility. These are the large craft carried in the well decks of the LSDs.

The amphibious ships will carry over 400 landing craft in addition to the 22 LCUs, and more than 100 amphibian tractors, all for use in the over-the-beach assault.



UDT SWIMMER undergoing training gets set to drop from speeding boat.

PLANS CALL for two regimental landing teams to make simultaneous landings in assault craft at H-hour. Thirty minutes later the assault elements of another regimental landing team will land by helicopter farther inland behind the beaches. The four LPHs will carry about 96 Marine transport helicopters for this ship-to-shore movement. This will make a total of about 30,000 troops initially landing over the eastern beaches.

Many activities must precede the invasion. Strategic Air Command will conduct theater type offensive air operations against enemy installations on Erewhon Island. An attack carrier striking force will commence operations several days before D-day. Naval gunfire bombardment will begin a little later, but also before D-day the air mission will be designed to gain and maintain local air superiority, isolate the objective area, obtain strategic intelligence, destroy enemy installations and lower enemy morale.

Aircraft of the Marine Aircraft Wing will flight ferry into Short Airfields For Tactical Support (SATS) when installed ashore to continue providing air support to the Marines.

On the night of D-3, troop reconnaissance units will reconnoiter the assault beaches, and the beachhead, setting up devices farther inland for the guidance and control of the helicopter waves. Underwater demolition teams will make their hydrographic reconnaissance on the same night. This includes a survey of the water area from the shore line to a depth of about 18 feet, locating natural or man-made obstacles and charting beach gradient. Both units will be brought in by submarine.

Minesweeping will commence pre D-day in time to clear mines for the amphibious ships that arrive on D-day, and the dangerous job of removing enemy mines will be covered by intense naval gunfire.

A Marine division, the landing force reserve, will conduct a diversionary landing off the northern beaches of Erewhon Island three hours before the main landing—H-3 hours. This is part of a plan to divert enemy attention from the principal landing sites.

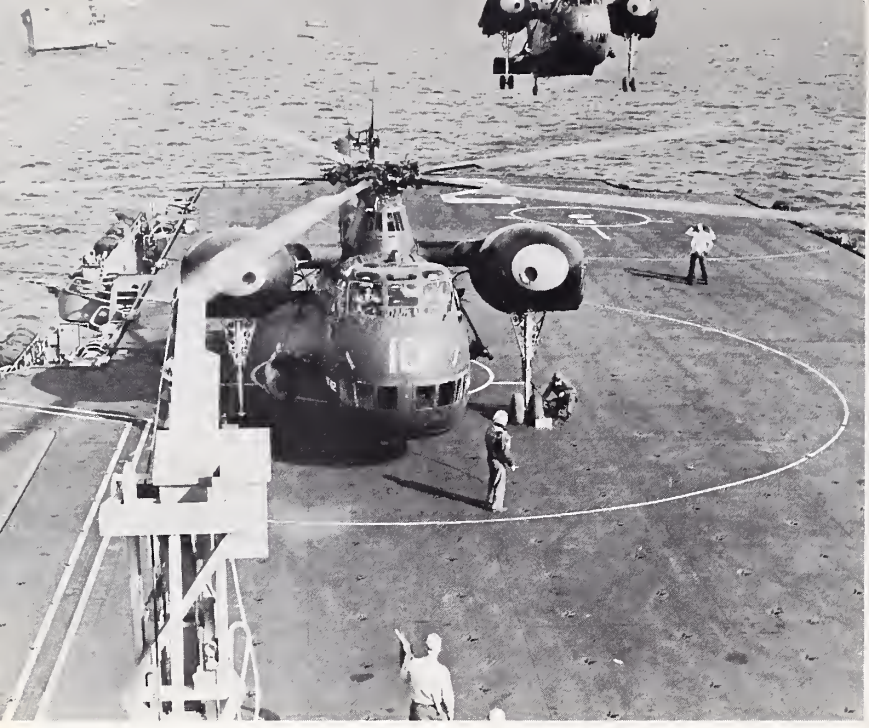
NOW WE HAVE the over-all picture of the operation. There are five basic phases on which the success of a landing depends. Phase one is *planning*. Then comes *embarkation of the landing force* into assigned shipping; *rehearsal*, to ensure that assault plans will work; *movement to the objective;* and the *assault* on the enemy-held beaches. Some of the aspects of planning have been mentioned briefly. The other four phases depend on careful, complete and detailed attention to the plans.

During the embarkation phase,

USS VALLEY FORGE (LPH 8) and her sister ships transport and land helos, portable equipment and amphibious troops.







HELOS RETURN to LPH after landing troops behind 'enemy' positions.

the amphibious ships will go to the various loading points. Troops, equipment and supplies move to the vicinity of the embarkation points and arrange to load as the ships arrive.

While loading is in progress, the captain of each ship insures that it is being done in accordance with loading plans. The troops assist by providing dock working parties, security forces, dock communications, special cargo slings and personnel to assist in storing and securing the equipment in the holds.

Combat loading is carefully planned and must be done so that the ships will be unloaded as required by the assault forces. A combat cargo officer (usually a Marine) is in charge of the loading of each ship.

Next comes the rehearsal phase. This is based on the actual plan for the operation. Time must be allowed for the complete execution of the plan, and for repair or replacement of equipment and supplies. The rehearsal is as realistic as possible and may include naval gunfire and air strikes with token rounds of live ammunition. Enough unloading is done to test the tactical and logistical plans. After rehearsal, plans will be corrected as necessary.

MOVEMENT TO THE objective area takes place according to a detailed plan which allows for the difference in ship characteristics and missions. The advance force is the first to arrive. It includes ships taking part in naval gunfire bombardment, air attacks, minesweeping and the support of underwater demolition teams and troop reconnaissance units.

While the advance force is in the objective area, the attack force is on the way, separated into movement groups such as amphibious squadrons, helicopter support groups and support groups. Sailing at different times from different places and by different routes, these ships all arrive in the objective area on schedule.

When the enemy has organized a landing area for defense, naval gunfire bombardment is necessary to the success of our amphibious assault. For the operation on Erewhon, a fire support group of cruisers and destroyers is formed to conduct the bombardment. Eight-inch and five-inch shells are used to destroy targets which threaten ships, aircraft, minesweeping, or underwater demolition operations. As in the past, accurate gunnery plays an important role in amphibious actions.

The submarine is a threat to our ships in the objective area as well as on the open sea. Defensive and offensive antisubmarine measures include defensive minefields of our own, ASW helicopters with dipping sonar devices, destroyer barrier and attack patrols, sonar buoys monitored by ASW aircraft, and around the clock air search by ASW aircraft.

WHEN THE AMPHIBIOUS task force arrives in the objective area, fighter sweeps and air strikes will be increased to maintain the air superiority gained during the previous days of air attacks. Shortly before H-hour, strafing attacks will be conducted ahead of our approaching assault waves. These attacks will keep enemy forces pinned down.

While the amphibious ships take station off the assault beach on the morning of D-day, the underwater demolition teams return to the beach. Each swimmer is assigned a specific obstacle on which to place an explosive charge.

Under cover of intense naval gunfire and air attacks, a high speed landing craft, towing a rubber raft, speeds to the beach with the frogmen on board. About 500 yards off shore, the boat turns and begins running parallel to the beach, unloading swimmers every 25 yards. As each swimmer goes over on the seaward side his pack of explosives is thrown over on the opposite side.

Each man then goes to his assigned obstacle and secures his explosives to it. All charges are tied in with detonation cord and the swimmers are recovered after bringing long leads of the cord seaward. To these leads are attached delay fuses which are ignited as the last swimmers are recovered. Detonation of the entire obstacle field in one blast clears the way for waves of landing craft already loaded with assault troops.

THE MOST critical phase of the operation is now at hand.

Ships of the amphibious task force, including the eastern attack group, have taken their assigned stations under cover of darkness and intense naval gunfire. Two hours before H-hour, the amphibious task force commander signals "Land the landing force."

Our assault groups move over two beaches, designated Blue Beach and Red Beach. Each colored beach is divided into two numbered beaches, Blue One and Two, and Red One and Two. This is a division strength assault with a regimental landing over each colored beach and a battalion landing team in assault on each numbered beach.

The division has another regimental landing team which will be landed behind the enemy defenses by vertical assault. Similar activity

will be taking place on the beaches assigned to the western attack group. In addition each division will maintain a reserve to be landed as and when required.

The line of departure for assault craft is an imaginary line parallel to each beach and 4000 yards to seaward. The distance will vary in other operations, since it depends on several factors, including water depth and whether the landing is in daylight or darkness.

When numbered beaches are separated, there is a line of departure for each beach, marked on one flank by a primary control ship, and on the other by a secondary control ship. The primary control ships for Red Beach One and Blue Beach One are high speed transports, APDs. On Red Beach Two and Blue Beach Two the primary control ships are LSDs. All four secondary control ships are minesweepers.

The control organization embarked in these ships is responsible for the tactical control of all waterborne ship-to-shore traffic. Assault waves are dispatched from the line of departure by signal, and are controlled all the way to the beach with radar and radio, thus insuring the arrival of each wave at the right time and in the right place.

LET'S EXAMINE the assault waves, looking first at Red Beaches One and Two.

Wave one is composed of LVTHs (landing vehicle tracked howitzer), each of which mounts a gyro-stabilized, turret-enclosed 105mm howitzer. LVTHs provide advance fire for the assault, filling the gap between the first wave of troop craft and the rolling barrage of naval gunfire which is maintained 750 yards ahead of the first wave.

Waves two and three are composed of another type of amphibian vehicle, the LVTP (landing vehicle tracked personnel). They can carry up to 34 combat-equipped troops and afford the protection of side and overhead armor.

Both types of amphibian were brought to the transport area by tank landing ships and were debarked over their bow ramps to a launching area just to seaward of the line of departure, thus reducing the distance the amphibians must travel through the water.

Wave four is composed of LCM 8s (large landing craft mechanized), each carrying a 60-ton heavy tank to provide additional fire power for the advancing troops.

Wave five consists of LCUs (landing craft utility). They are our largest landing craft and were brought to the objective area in the well decks of dock landing ships. They are loaded with tanks and other heavy mobile equipment, such as the bulldozers and cranes used by the shore party.

Waves six, seven and eight are made up of LCVPs (landing craft vehicle personnel), each carrying 36 combat-equipped troops.

The assault waves on Blue Beach One and Blue Beach Two are of slightly different composition, in order to best support the landing over that beach. The first wave is LVTH to provide advance fire power. Waves two and three are LCVP. Wave four is LCM 8 with heavy tanks embarked. Wave five is LCU. Waves six, seven and eight are LCM 6, smaller landing craft mechanized, some carrying medium tanks, some with anti-tank tracked vehicles called Ontos, and others carrying about 100 combat-equipped troops.

ARRIVING WITH the assault waves are salvage and medical boats. They are LCM 6s which remain just off the beach throughout the ship-to-shore movement.

All of the boats are lowered into the water when "land the landing force" is signaled, and they are kept busy until all of the troops, equipment, and supplies of the landing group have been landed. After going into the water, the boats form assembly circles in the vicinity of their parent ships. From there they are called alongside to debarkation stations to be loaded. After loading, they go to rendezvous areas to be formed into waves and dispatched to the line of departure.

Some boats are loaded with troops, equipment and supplies, which will land after the scheduled assault waves. On-call waves are boats which contain troops or equipment

THREE DOCK landing ships, an attack cargo ship and an amphibious assault ship move out in spearhead formation.



that must be landed as soon as called for by the troop commander ashore. They circle in the vicinity of the primary control ship so they can be immediately available. Non-scheduled units consist of boats loaded with troops and material for which there is an anticipated need early in the assault. These boats are loaded in sequence as boats become available, and are sent to the beach when asked for.

When the enemy has been pushed to a point where he can no longer bring direct fire on the assault beaches, the landing group commander will request that general unloading commence. It will start upon signal from the attack group commander, and all remaining landing group supplies and equipment will be transported to the beach. From the beginning to the end of the ship-to-shore movement each landing craft makes many runs to and from the beach. Each boat used in the assault will return for use during subsequent unloading operations. LSTs may be scheduled to beach or marry to a causeway.

IN THE EREWHON operation the helicopter-borne assault commenced 30 minutes after H-hour. The first wave of helicopters was launched from about 40 miles off shore and the next waves are launched with the carriers steaming toward the assault beaches. After completing their first lift, the helicopters return to the carriers to be refueled, loaded and launched with additional troops and equipment. While in flight to the landing zones, the helicopters are protected by attack aircraft which sweep in from above and fire on any enemy forces which threaten.

During the assault phase of this operation and the following battle ashore, the eastern landing group has a continuing requirement for great quantities of ammunition, fuel, food, equipment and other supplies which must be available where and when they are needed.

The first unloading period must meet the needs of individual landing group units. The general unloading period which follows must meet the needs of the landing group as a whole.

In the early part of the ship-to-shore movement the material needed for logistic support will be carried ashore in the unit vehicles or by the individual Marine. High priority supplies are embarked in landing craft located near the line of departure and readily available to the units landing over the beaches. Supplies for the helicopter-borne units will be located on the LPH and flown into the landing zones as required.

Two landing support agencies are landed with the assault troops and provide for the smooth flow of troops, equipment and supplies across the beach and into the helicopter landing zones.

One is the shore party. To it are attached elements of the naval beach group and the naval officer known as the beach party commander.

The helicopter support team is landed with the helicopter-borne assault units and performs similar functions in the copter landing zones.

ANOTHER UNIT which assists in logistic support activities is the tactical-logistic group. There is a tac/log group on each control ship and on each LPH. They advise the naval control groups of the needs of the troop units ashore and the location of supplies in the amphibious ships.

During the operation on Erewhon, the fuel supply system consists of five dispersed fuel farms with a total storage capacity of 300,000 gallons. Each farm consists of six collapsible rubber tanks, each holding 10,000 gallons.

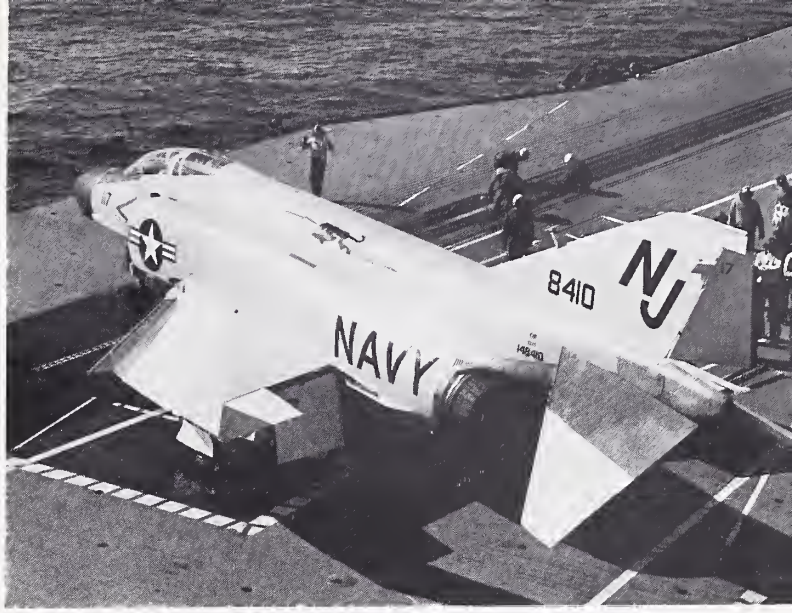
The various parts of the farms are landed by LSTs, but they could be brought in by landing craft or helicopters. Each farm can be in operation 18 to 24 hours after its elements are landed. They will be supplied with fuel through floating fuel lines extending out to sea. Initially, LSTs will supply the fuel. Later, tankers will be used to discharge fuel into the farms to keep them filled to capacity.

Every amphibious operation has its own special problems and this attack against a hypothetical Erewhon Island demonstrates a typical situation. However, the success of any such landing depends on the meticulous planning and execution of plans by many different commands, and at every echelon of command. —Jim Lewis, JO2, USN

AFTER LANDING craft ride from ships anchored in bay, troops advance on beach during amphibious landing exercise.







Pacemakers in the Sky

FIGHTER SQUADRON 121 is an outfit worthy of its name—Pacemakers. Based at NAS, Miramar, San Diego, Calif., the squadron is a unit of Carrier Air Group 12, the Replacement Air Group (RCVG) for the Pacific Fleet.

Originally commissioned as a Reserve squadron, VF-781, 100 per cent of its pilots volunteered for active duty during the Korean conflict. In May 1951 the squadron sailed for the western Pacific aboard USS *Bon Homme Richard* (CVA 31), as part of Carrier Air Group 12. After Korean operations, it returned to the West Coast, and in late 1952 again departed for WestPac aboard USS *Oriskany* (CVA 34). At that time the squadron was flying F9F *Panthers*. In February 1953, VF 781 was redesignated VF 121.

Because aircraft were becoming more and more complex, and standards for all flying personnel were becoming higher and higher, it was decided to form two replacement air groups—Air Group Four on the East Coast and Air Group 12 on the West Coast—which would train other squadrons.

In April 1958, VF-121 added to its reputation as a Pacemaker when it became a part of a replacement air group. It was assigned the task of training pilots of the Pacific Fleet who flew all-weather aircraft. At first, these were F11F and F3H pilots. However, with the addition of the F4H *Phantom* to the Navy's Pacific air arm, VF-121 expanded its program to include training for F4H pilots, radar intercept officers, and maintenance personnel.

Since becoming an RCVG, VF-121 has trained pilots in F3H *Demon* aircraft, F11F *Tigers*, conducted instrument training in F9F-8T *Cougar* aircraft, and basic radar intercept officer training in the F3D-2T for Pacific squadrons.

The type of job VF-121 has done is best indicated by its achievements. In fiscal 1960, the squadron won the Chief of Naval Operations Annual Safety Award, and in September 1962 the squadron won the same award for fiscal 1962. On 24 May 1961, two Pacemaker lieutenants set a transcontinental speed record, flying from Los Angeles to New York City in two hours, 47 minutes. The plane used was an F4H *Phantom* II, now redesignated F4B.

The squadron is scheduled to receive more F4Bs, thus increasing operational capabilities.

Photos on this page show Fighter Squadron 121 in action on board USS *Oriskany* (CVA 34) in the Pacific.







HAVE RIFLE — Members of Cargo Handling Battalion Two undergo defensive combat training at Camp Pendleton.

Hot Cargo Handling Battalion

MOST PEOPLE, when they hear the term logistics, think only of ships loaded with cargo steaming to combat areas. They seldom, if ever, stop to consider the amount of skill and training necessary for the "simple" acts of loading and off-loading supplies.

There is a Navy unit in the Pacific, Cargo Handling Battalion Two, devoted to just this phase of logistics.

Comprised of only three officers and 70 enlisted men, it is responsible for providing personnel trained in cargo handling whenever and wherever they are needed. This includes the world's "hot spots" and disaster areas.

In fact, they are so mobile, and travel so much, that during the year 1963 they will be working in almost every operating area of the Pacific. They have already been to Saigon, Taiwan and Okinawa this year.

The name Cargo Handling Battalion might seem at first glance to mean simple pier or stevedore work, but this is far from the case.

CHB2 is a nucleus of supervisory personnel skilled in land, sea and air cargo handling. This includes cargo terminal management, supply movement control and materials and personnel handling.

Its men undergo the finest training the United States has to offer in defensive combat and survival, cargo handling, and foreign languages.

One week a CHB-2 boatswain's mate might be supervising U. S. troops in the Philippines and the next week be in Vietnam supervising Vietnamese workers—in their own language.

Thirteen members of CHB-2 speak Vietnamese or Thai fluently.

The military phase of their training is designed to obtain defensive combat proficiency and prepare the men physically to accomplish their mission.

This includes a strenuous physical fitness program, hand-to-hand combat, small arms indoctrination, and living in the field, which includes field sanitation, camouflage, infiltration, defensive tactics and bivouac.

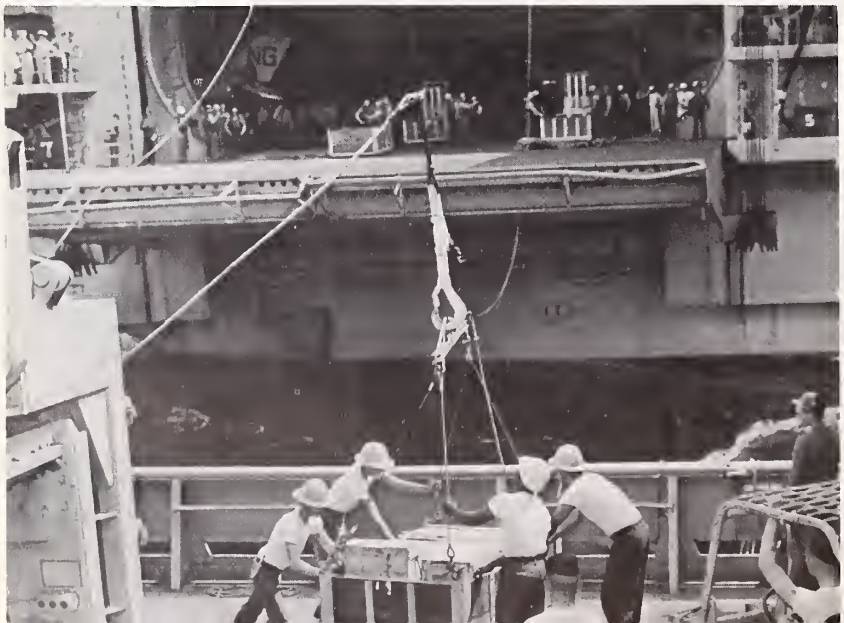
The military training ends with an Escape, Evasion and Survival course.

The professional part of CHB-2 training is just as rigorous as the military.

This is composed of training in ship loading and stowage, cargo terminal management, amphibious operations, and air cargo operations.

The amphibious training includes combat loading and embarkation, general orientation in amphibious operations, a general area intelligence

EASY DOES IT — A steel-framed 'skip box' filled with munitions is readied on board *USS Pyro* (AE 1) for transfer by highline to carrier.









LOADING AIRCRAFT, preparing supplies for air drops, and highlining cargo at sea are a few CHB-2 specialties.

orientation course, and shore party, beachmaster, and assault boat coxswain schools.

The air cargo operations training is designed for the loading and stowage of cargo in aircraft as well as the preparation of supplies for air drops. In the latter phase, CHB-2 works in close liaison with both the Air Force and the Marine Corps.

Homeported at Subic Bay, Philippines, CHB-2 personnel are living up to their motto "Have slings and guns—will travel."

When these mobile movers are not operating, they keep in training by exercising with Underwater Demolition Team personnel and accompanying Marines on various field maneuvers.

They also train aboard attack cargo and troop ships in the Philippines area as well as give the personnel of these ships the benefit of their wide experience.

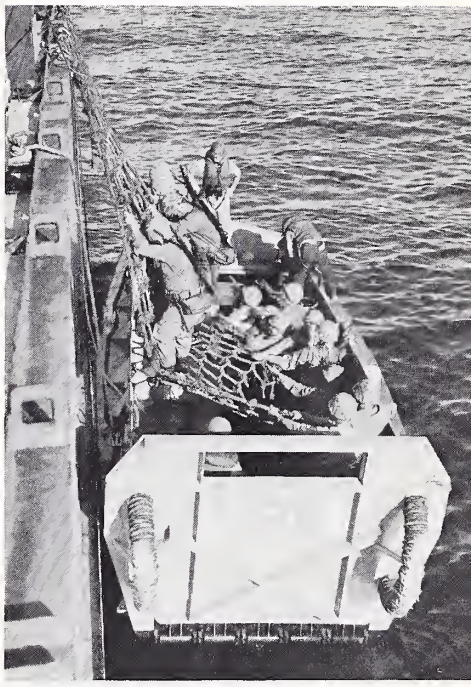
Cargo Handling Battalion Two was originally established in August, 1950. They were intended to provide not only supervisory personnel, but also the laborers for cargo handling. CHB-2 was deactivated on 1 Jul 1958. When reactivated on 1 Jul 1962, the limitations of available personnel as well as the need for a more mobile unit, resulted in a revised and expanded mission and organizational concept.

The present battalion is divided into the Cargo Operations, Terminal, and Equipment Divisions.

Boatswain's mates make up the largest portion of these divisions, but there are also storekeepers, equipment operators, damage controlman, a yeoman, and an aviation boatswain's mate. The three officers are all from the Supply Corps.

Aside from actual operations, the reorganized battalion is also responsible for conducting research in cargo handling techniques and evaluating new types of cargo handling equipment.

They are an operating force of the Pacific Fleet, under the administrative and type command of Commander Service Force, U. S. Pacific Fleet. —Stewart Prentiss, JO3, USN.



NETTING DOWN—Amphibious training helps CHB-2 to be ready to go anywhere at any time a need arises.

GROUNDED—Two CHB-2 Navymen train on obstacle course, (Rt.) L. K. Small, DC2, manhandles box at Travis AFB.





LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D.C.

Seavey and Overseas Teaching

SIR: My wife meets all the requirements of the Navy dependents school system for teachers' positions. If she applied for a job at one of the overseas schools, would I be able to get orders for shore or preferred sea duty at the same location for the duration of her federal employment? My sea duty commencement date is 22 Oct 1958, and I am not on the Seavey list yet. Would that be a necessary prerequisite to obtaining orders to accompany my wife? —H. H. B., QM2, USN.

• *If your wife gets an overseas job, it is possible for you to be assigned in the same location if a QM2 billet is available in the same area in which she will be teaching.*

Of course, you must have the necessary obligated service for the area tour, and the needs of the service would be considered first in determining your assignment.

It appears that you are eligible for overseas duty administered by EPDOPAC, *since you are not on Seavey. You should submit a request, accompanied by your wife's application, to CO,* EPDOPAC.

For additional information see BuPers Inst. 1755.16.—ED.

Twilight Cruises

SIR: Many of us approaching 20 years' service realize that within the next few years the convenience of spending a twilight cruise in the home port of choice will probably be curtailed, owing to the large number of men zeroing in on 20.

If so, why not have the twilight cruise on the coast of choice? Surely the needs of one coast are as great as the other. And, in many cases, like mine for example, it would be financially sound for the Navy to make coast-of-choice assignments. Permit me to elaborate.

I just completed a normal tour of instructor duty at Great Lakes, Ill., and with just one year to go on 20, I requested duty on the West Coast. I own a home in the San Francisco area, and intend to reside there upon transfer to the Fleet Reserve.

Now I'm in receipt of orders to the East Coast. This means that in addition to my transportation, the Navy will be paying to send my family and household effects from the Midwest to the East, then all the way cross-country back to the West Coast—all within a period of 14 months or so.

Wouldn't it be far easier, and cheaper, to assign me to the West Coast now?

Naturally, this matter is of personal concern, but I'm sure it is of interest to the many others whose active duty time will soon be up.—R.L.R., YNCS, USN.

• Your argument sounds good, chief, but there is a flaw in it. Twilight cruises apply only to those who retire after 30 years' service — not 20. The *Enlisted Transfer Manual* (chapter 19) gives all the details. In general, personnel approaching nondisability retirement after 30 years of active service may request assignment to a geographical area of choice for the last two years.

It would be impossible to guarantee duty of choice to all those approaching 20 years' service.

Agreed, the needs of one coast are normally as great as the other. However, Fleet personnel requirements vary, depending on the world situation and personal requests. Granted that, in your case, the Navy will be digging deeper into the transportation fund by moving you to the East Coast this year, then to the West Coast next year if you transfer to the Fleet Reserve, but distribution authorities figure it will be money well spent under the circumstances.

Personnel planners don't know which Navymen plan on transferring to the Fleet Reserve until the men themselves set the date. Many change their minds and stay beyond the 19-and-six minimum. In view of this, a twilight cruise for all those who plan to go out on 20 could very well turn into a free ride on the duty train of choice. In many cases the Navy's personnel requirements would be left behind.

You received orders to the East Coast because you are needed there. Had there been an opening for a YNCS on the West Coast at the time your name came up for assignment, and you had requested duty on the West Coast, your chances of receiving the assignment would have been good.—ED.

Your ID Tags Are Important

SIR: When are Navymen required to wear metal identification (dog) tags? I say during wartime or during national emergencies. My buddies say at all times. Who is right?—F. A. L., SK3, USN.

• *Your buddies are wrong and you are only partially right. Article B-2102 of the BuPers Manual is the authority on identification tags.*

The tags are considered a part of the uniform and are to be kept in the owner's possession. They are worn by Navymen on active duty in time of war or national emergency; when traveling in aircraft; when reporting to an Armed Forces medical facility for treatment and when prescribed by the Chief of Naval Personnel or other competent authority. —ED.

Exchange of Passing Honors

SIR: We have had several discussions on board concerning the exchange of passing honors between naval ships of different nationalities.

I contend that any commissioned U. S. naval vessel in another country's waters should initiate the exchange of honors when passing naval vessels of that nation.

On the other hand, foreign ships in U. S. waters would initiate honors when passing United States naval vessels. Is this correct? — J. T. W., SMCA, USN.

• *There are no official regulations concerning the situation you have cited. Ordinarily, however, the exchange of honors is initiated by the junior in all units of the armed services, regardless of nationality.*

In instances where seniority cannot be determined and cause for doubt exists, a U. S. Navy ship may, as a matter of courtesy, initiate the exchange of honors.

Chapter 21, Section Five, of "U. S. Navy Regulations" provides guidance concerning passing honors.—ED.

China Service Medal

SIR: Can entitlement to the China Service Medal (Extended) still be earned by units which deploy in the Western Pacific for an extended cruise?

If not, what directive established a terminal eligibility date?—R. H. B., YN2, USN.

• *Entitlement to the China Service Medal (Extended) ended on 1 Apr 1957.*

Eligibility wasn't terminated by directive but rather by a naval message to Fleet Commanders who notified subordinate commands.—ED.

Whaleboater Must Boat Oars

SIR: As a lifelong water sports, sailing and rowing enthusiast I read with much interest the two-page spread on whaleboat racing in the June sports and physical fitness issue of ALL HANDS. It's probably true that Navy whaleboat racing became a casualty of World War II, but there has been some activity other than at NTC, San Diego.

Last year I coached (and for a while found it necessary to coxswain) a whaleboat crew at our Reserve Fleet Group in Stockton, Calif. We worked out in a clinker-built surf boat very generously loaned to us by the skipper of the Coast Guard Base at Alameda.

The good initial turnout of volunteer green oarsmen was undoubtedly influenced by the fact that we hit the water immediately following morning quarters, when everyone else was turning to. They found rowing to be rugged work, but interest and enthusiasm soon developed to the point where the rowers asked to stay after liberty call and come in on Saturdays for more workouts.

We made a good showing in the 12th Naval District annual rowing regatta despite the handicap of competing in strange whaleboats. By this time we had so many people eager to try their hand at rowing that our one boat was entirely inadequate. While interest was aroused I decided the only way to continue the program and maintain enthusiasm was to obtain two identical Navy whaleboats and hold intramural competition. Then we could choose a winning first boat for the annual district regatta.

But not so simple! My inquiries at all possible Bay Area sources got only one response, "No whaleboats available." I then enlisted the assistance of the staff of my boss, COMPACRESFLT. Their efforts up and down the West Coast were equally futile. Finally we got the word from BuShips that there were no pulling whaleboats anywhere in the Navy available for issue, but saying there was a possibility of the Naval Academy making some available sometime.

We'd made a good effort to reestablish a splendid sailor's sport, but finally had to train in and secure, or "boat oars." I, for one, regret to see the passing of this builder of team effort, physical condition, competitive drive and ship's company spirit.

Without nit picking at minor discrepancies in his quoted commands, thanks to journalist Jeff Davis for an interesting, well-researched, well-written, and I'm afraid, nostalgic article.—R. S. Heady, CDR, USN.

• *And thank you, commander, for the interesting letter. We're glad to hear that there are still some whaleboat racing enthusiasts left, and we hope the sport doesn't die. Does anyone know where CDR Heady and people at other interested activities can get some pulling whaleboats?*—ED.



WHALEBOAT CREW and coach, CDR R. S. Heady, USN, of Stockton, Calif., Reserve Fleet Group take time out from the sport to pose for picture.

Bean Soup Supreme

SIR: Where's the bean soup recipe?

Last December you announced the winner of the 1962 Navy Bean Soup contest as Second Lieutenant Vernon J. Perz, USMC, the commissary officer of USS *Princeton* (LPH 5). You promised at the time to publish the winning recipe in a future issue.

Have I missed it? I'm known as the champion bean soup maker in my area but, it seems, there is always a better way and my competitors are breathing down my neck.—LT R. J. E., USNR (Ret).

• *Relax. You now have the situation under control. We've been a little diet-conscious lately and didn't want unduly to tempt ourselves. However, we'll make any sacrifice for a faithful reader, so here is the winning recipe worked up by Second Lieutenant Perz for what he calls LPH-5 Bean Soup. The recipe should yield six 9-oz. portions.*

Needed—9 ozs. Michigan navy beans; 5 cups boiling water; 2 qts. ham stock; 3 ozs. tomato puree; one-half tsp. black pepper; pinch nutmeg; 2 ozs. carrots; 2 ozs. celery; 2 ozs. onions; 2 ozs. ham scraps; 1 tablespoon flour; 1 tablespoon butter; salt to taste.

Rinse beans in cold water and drain. Add beans to boiling water. Bring water back to boil. Cover and boil two minutes. Remove from heat and let sit for one hour. Drain.

Add beans to warm ham stock and bring to boil. Add puree, pepper, and nutmeg. Add all vegetables, finely chopped. Mince ham scraps and add to mixture. Simmer 3½ hours.

Prepare a roux of flour and butter and add slowly to bean mixture. Salt to taste and simmer 10 minutes.—ED.

Leave Is A Right

SIR: Is leave a right or a privilege? I say it's a right. Others with whom I work insist that leave, like liberty, is a privilege. I trust you can settle this disagreement.—J. J. B., YN2, USN.

• *Leave is a right established by law. Title 37, U. S. Code, makes it clear that "Each member of the armed forces shall be entitled to leave at the rate of two and one-half calendar days for each month of active service."*—ED.

Whence Gedunk?

SIR: In Taffrail Talk in the June issue a request was made for information tracing the source of the term *gedunk*. As tour guide at NAS Alameda, Calif., I had been unable to answer that question on the numerous occasions when Cub Scouts and their leaders became inquisitive.

Finally an old salt came to my rescue. He's a Seabee, and he told me that during World War II the sailors on the South Pacific islands carried on with the traditional Navy coffee break. When they sat around dunking their donuts and spreading scuttlebutt on these occasions, the natives looked on with astonishment at the dunking ritual, and eventually incorporated "the dunk" or "gedunk" into their vocabulary. Sailors picked it up, and it spread rapidly as a term for coffee break.—Mary M. Pulver, SN, USN.

SIR: I could be way out on this one, but somewhere in the dark recesses of my memory I recall a discussion about the origin of the term *gedunk*. As I recall, it was tied to a Chinese expression which sounded like "gee dung" and meant, roughly, a place of idleness (not to be confused with scuttlebutt).

I do know that affixing the term to



NOT SO LONG AGO—Navymen of the 1920s. That's all we know about this interesting photo. Maybe you can add something about the group.

ice cream was an outgrowth of World War II, when the gedunk stand became a place to buy ice cream, thence the fixation to the commodity. As I remember, the ice cream store in Harold Teen was the "Sugar Bowl."

Perhaps there are a few old China station sailors left who can confirm or deny my theory.—J. D. Tikalsky, JOCM, USN.

SIR: Having just completed perusing my copy of June ALL HANDS from kivver to kivver, and being particularly mindful of the old days of 1912-1932 when I did my 20, the section on whale boat racing took me back to those days. Being a lightweight, I performed as cox'n, more or less, at drills. I never performed in a race. Then, too, came the memory of an old shipmate and friend, Phillip A. (Ciggy) Carey, CBM, USN, who sent me a picture in 1918 of how he kept the Yeomanettes of Receiving Ship, Puget Sound, in trim (see cut). As to the girls' physical fitness, I'll leave it to you to decide.

Now, about the word *gedunk*. Its use dates back, in my memory, to about the time you mention—the Harold Teen era. But actually, it is derived from the German *tunk* (pronounced toonk) which means literally to dip or sop, either in gravy or coffee. It was a common practice in the days when bread was not readily obtainable daily, for one had to do a bit of "tunking" to soften the stale bread. The *ge* (pronounced gay) is a German unaccented prefix denoting repetition or continuation of the action. In time, evidently, it went from *getunk* to gedunk, and that's where the situation stands now.

The mail buoy gag? That makes me think of the middle '30s when, after completing my 20, I sort of hibernated through the depression years in the sand hills of South Carolina. In the small town where I held forth, I knew a Civil War veteran who had been a corporal in the war but who, by then, had become an "honorary general." One day, while sitting in the village square with some of the local lads, all of our eyes suddenly focused on some passing young ladies. When our pulse beats returned to normal one of the lads asked: "General, how old is a man before he stops thinking about girls?" To this the General—then aged 92—slyly retorted, "Son, you'll have to ask someone older than me." The mail buoy gag was going on in 1913 to my knowledge, so, as to its origin, you'll have to ask someone older than me.—Johnny Wagner, SKC, USN (Ret.)

• *Thanks for your letters and offerings on the origin of gedunk. They all sound feasible enough. With Navymen the sailors of the world that they are, it's just as likely that a commonly used expression could originate in China, the South Pacific or Germany as easily as it could in Norfolk. In any case, we'll reserve judgment until the proof is better documented.*

On the subject of the whale boat crew operated by the Yeomanettes in 1918, we must declare that they certainly look healthy.—ED.



FITNESS NO PROBLEM—Yeomanette whale boat crew of Receiving Ship, Puget Sound, Wash., pose with their coach for this 1918 photograph.

Want NEASP? Try NESEP

SIR: I recently visited my ship's personnel office for information concerning the Navy Enlisted Advanced School Program (NEASP). The personnelman searched his files, but couldn't tell me what it is, who is eligible, and what it does. Is NEASP still in existence?—J. M. C., RD2, USN.

• *It's not—at least not under the name NEASP. In 1958 the Advanced School Program was combined with NESEP—the Navy Enlisted Scientific Education Program. The Advanced School course was renamed NESEP Course A, and the former NESEP procedure was given the name NESEP Course B.*

Each course leads to a commission in the Regular Navy. Course A trains enlisted men in electrical engineering with emphasis on electronics systems. Course B is an amplification of Course A, and trains enlisted men in the general fields of science and engineering.

For the word on NESEP your personnelman should check BuPers Inst. 1510.69 which was distributed in August. Also see The Word Section.—ED.

Good Old Days in Gitmo

SIR: Your story on Guantanamo in the May issue brought back memories of my tour of duty there during the late twenties. I was assigned to the station in March 1928 and returned to the states for discharge three years later.

It was the era of the Atlantic Scouting Fleet (the term "force" was yet to come), which wintered in the Caribbean. The ASF was always preceded by USS *Antares* (AG 10) and her brood of target-towing tugs and "birdboats." The Fleet would stay until May, then sail away, leaving Gitmo to drowse through the long hot summer. The return of *Antares* in early January became our harbinger of fresh spring weather and more excitement, and bugles would once more be heard blaring across the beautiful sheet of water which is Guantanamo Bay.

The station resembled a small village. There was one main street, the length of a city block, which accommodated all the activities of the command, including shops, offices, commissary, canteen and soda fountain, and the indispensable ice house. There was also a Chinese restaurant, a civilian-operated tailor shop, and a camera store. The Marine detachment on Fisherman's Point boasted a post exchange, which was much more elaborate than our lowly canteen. Everyone turned out to welcome *Kittery*, the transport that called regularly at Gitmo, San Juan and the Virgin Islands. There was little enlisted housing, and the homes of a few married chiefs were in scattered locations. One chief lived at the coaling station, and had to be picked up and returned daily by boat.

It was also an era of history in the making—of change. The old USS *Rochester* (ex *New York*, ACR 2), *Denver* (C 14) and *Cleveland* (C 19) were still in commission, while the first cruiser to be built since the four-stackers. USS *Salt Lake City* (CL 25), had made a first port call at Gitmo. Little more than a decade was to pass before she became a legend in the sea battles of World War II.

USS *Texas* (BB 35) steamed in with *talking* pictures. And a plane flew in for a few days at Hicacal; its owners were shortly to undertake a venture now known as Pan American Airways. And a smoky haze settled on the bay as the saluting batteries of the Fleet honored the young man in the *Spirit of St. Louis* as he flew over en route to a tour of South America.

Gitmo meant choice duty and an interesting assignment—there was lots of work but very few problems of any kind.—Fred G. Abrams, DCWC, USN (Ret).

• *Thanks for your interesting letter, chief. It induces nostalgia for the uncomplicated good old days.*—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• USS *Mobile* (CL 63)—A reunion is being planned for former crew members. For details, write to Travis N. Price, 1017 Linda Lane, Nacogdoches, Tex.

• USS *Mona Island* (ARG 9)—All crew members who are interested in holding a reunion, time and place to be decided, may write to King Royer, 1237 S.W. 9th Road, Gainesville, Fla.

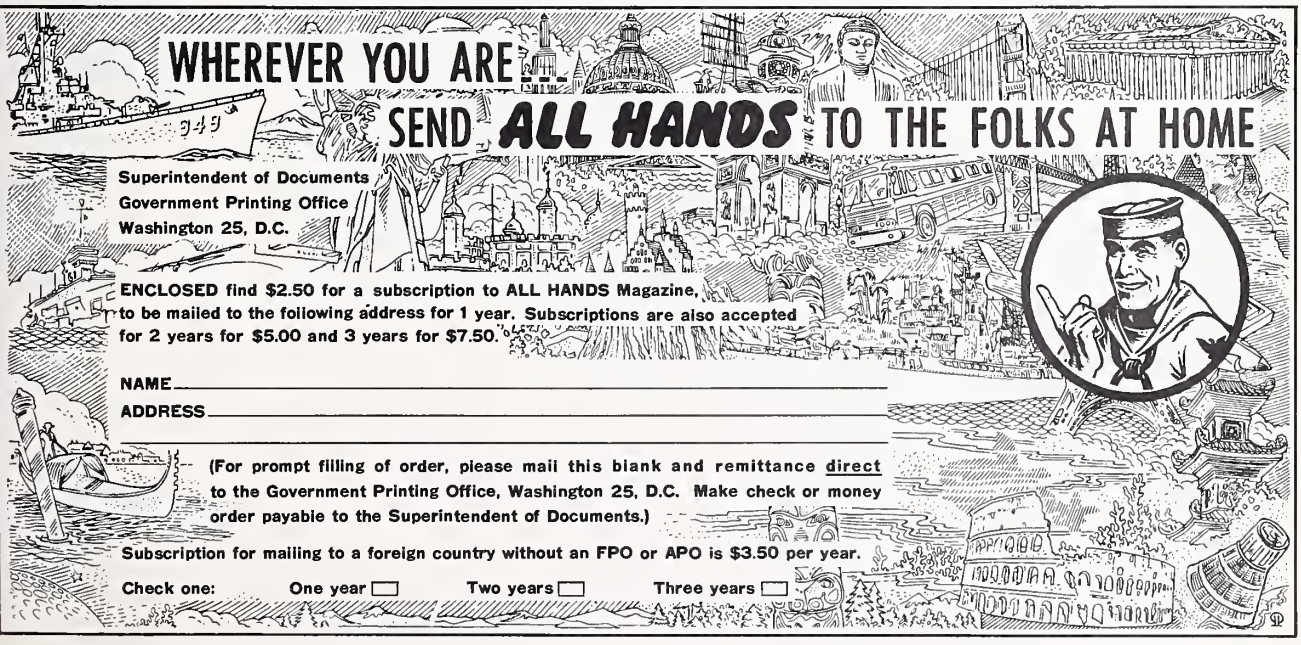
• USS *Saratoga* (CV 3)—The 12th annual reunion will be held at the U. S. Grant Hotel, San Diego, Calif., on 5 October. For complete details, write to Victor J. Bianchi, 1124 Del Mar Ave., Chula Vista, Calif.

Medal for Cuban Crisis

SIR: I have heard through unofficial sources that a medal is going to be awarded to personnel serving on duty connected with the Cuban crisis. If this is true, who will be eligible for it?—A. G., SFP2, USN

• *There are two medals available for the Cuban crisis (see* ALL HANDS, *May 1963, page 41): the Armed Forces Expeditionary Medal for all eligible armed forces personnel, and the Navy Expeditionary Medal (or Marine Corps Expeditionary Medal) for eligible Navy and Marine Corps personnel. SecNav Instruction 1650.19 of 10 Aug 1962 furnishes information concerning the general criteria for the Armed Forces Expeditionary Medal, and specifies the operations and dates thereof. By Change One to this instruction Cuban service (from 24 October 1962 to a date to be announced) was added to the list of operations.*

SecNav Notice 1650 of 2 March 1963 furnishes information concerning the Navy and Marine Corps Expeditionary Medals for Cuban service from 3 January 1961 to 23 October 1962. Lists of participating ships and units for both awards are now being compiled by the Chief of Naval Operations, and until such lists are completed, determination of individual eligibility cannot be made. Watch for the list in ALL HANDS.—ED.



AMPHIBIOUS OP



D MINUS 7—Aerial bombardment
D MINUS 4—Naval bombardment



D MINUS 3—Troop reconnaissance



D-DAY—Helicopter assault from LPHs and LPDs

RED BEACH

LVTH

LVTP

LCM8

LST

LST

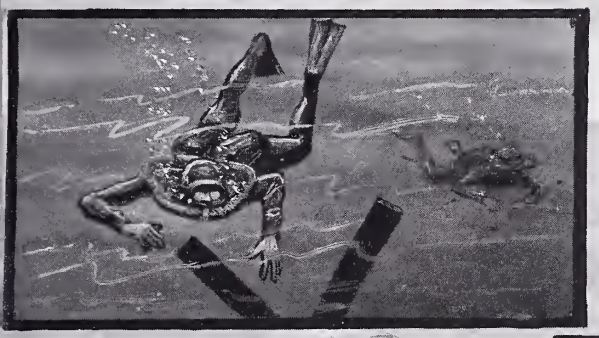
LSD

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LPD

AKA

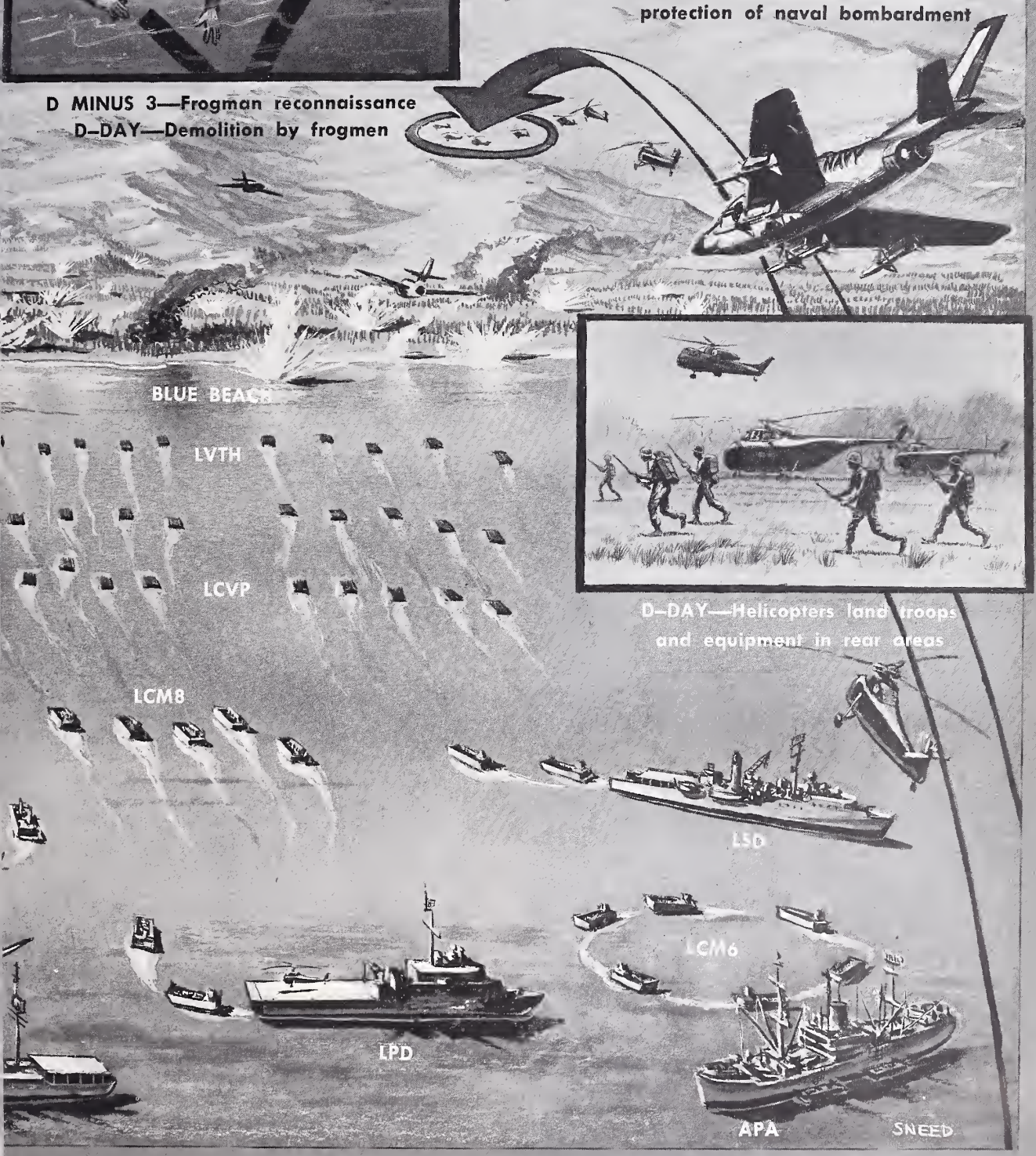
TION IN ACTION



D MINUS 3—Frogman reconnaissance
D–DAY—Demolition by frogmen



D MINUS 2—Minesweeping under protection of naval bombardment



D–DAY—Helicopters land troops and equipment in rear areas





NAVYMEN enjoy meal in award-winning mess at SubBase, Pearl Harbor. *(Rt.) Vulcan* is second runner-up afloat.



FOOD'S eye-appeal is important. *(Below)* Committee poses with crew of first runner-up afloat, *Oriskany*.



They Serve the Bes

Most Navymen agree that Navy chow is usually pretty good, although some of it is better than good. Sailors who are lucky enough to be stationed where the enlisted mess wins the Ney Award have found themselves enjoying the accomplishments of the Navy's culinary champions.

Nearly 2000 enlisted men's messes throughout the Navy compete for this award each year. These messes are judged on their performance in food preparation, serving techniques, sanitation, management and general effectiveness.

The afloat winner of this year's Ney competition is ***USS Frank E. Evans*** (DD 754), a 2200-ton World War II destroyer. The winner in the ashore division is ***Submarine Base, Pearl Harbor***. It is the first win for both, although Pearl Harbor SubBase was a semi-finalist three other years, and runner-up in the 1961 competition.

First and second runners-up in the afloat class this year are ***USS Oriskany*** (CVA 34) and ***USS Vulcan*** (AR 5).

The ashore runners-up are ***NAS Corpus Christi, Tex.,*** and ***NAS Patuxent River, Md.***

An officer and enlisted man from each winning mess will represent their command at the annual convention of the sponsoring association this month at Las Vegas, Nev. They will be presented bronze Ney Memorial Award plaques.

Oriskany and NAS Corpus Christi—the first runners-up—will receive aluminum plaques and are entitled to send a commissaryman each to the Culinary Institute of America for a two-week course in specialized cookery.

The second runners-up, *Vulcan* and NAS Patuxent River, will receive citations from the sponsor and the Chief of the Bureau of Supplies and Accounts, which





IT'S CHOW time on AR-5. *(Rt.)* Ney Committee poses with crewmen of award winner, *USS Frank E. Evans* (DD 754).

Meals in the Navy

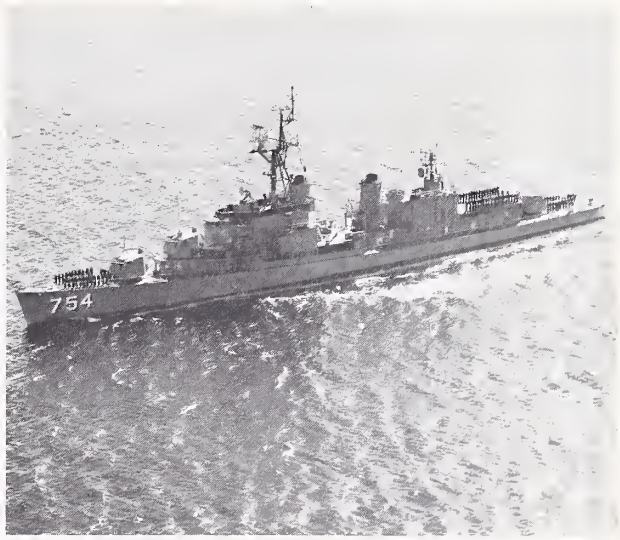
has the over-all responsibility for all Navy messes.

Winners are selected by a committee composed of Navy Supply Corps officers and representatives of the Food Service Executives Association, which sponsors the awards. This is the sixth year the Ney awards have been made. The competition is named in honor of the late Captain Edward F. Ney, Supply Corps, USN, World War II director of Bureau of Supplies and Accounts Subsistence Division.

In addition to the winners and runners-up, the "best-in-the-command" messes in the afloat division were uss *Greenlet* (ASR 10), *Howard W. Gilmore* (AS 16), *General Wm. Mitchell* (T/AP 114), *Interpreter* (AGR 14), *Klondike* (AR 22), *Northampton* (CCI), *Observation Island* (EAG 154), *Orleans Parish* (MCS 6), *Randolph* (CVS 15), *Lucid* (MSO 458), *Seminole* (AKA 104) and *Skywatcher* (AGR 3).

Best-in-the-command ashore were *Cargo Handling Battalion One, Cheatham Annex, Williamsburg, Va.; Naval Administrative Unit, Clarksville Base, Tenn.; Naval Administrative Unit, Lake Mead Base, Las Vegas, Nev.; Naval Air Facility, Naples, Italy; Naval Air Station, Johnsville, Pa.; Naval Construction Battalion Center, Davisville, R. I.; Naval Facility, Point Sur, Big Sur, Calif.; Naval Communications Station, Philippines, San Miguel, P. I.; Naval Security Group Activity, Kami Seya, Japan; Naval Station, Adak, Alaska; Naval Station, Annapolis, Md.; Naval Station, Argentia, Newfoundland; Naval Station, Guam; Naval Station, Guantanamo Bay; Naval Station, Rodman, Canal Zone; Naval Training Center, Great Lakes, Ill.; Puget Sound Naval Shipyard, Bremerton, Wash.;* and *Naval Submarine, Base, New London, Conn.*

Last year's winners in the Ney competition were the Fleet oiler uss *Kawishiwi* (AO 146) and NAS Miramar.



BEST FEEDER afloat heads out to sea. *(Below)* NAS Corpus Christi, Texas, is first runner-up ashore.





BEST SHOT—This year's individual All-Navy pistol champion, C. E. Tryon, BMC, USN, receives his awards from NAS representative.

Navy Sports Roundup

THE NORTH ATLANTIC men's and women's bowling teams took top honors in capturing the 1963 All-Navy championship at playoffs staged at the Little Creek Amphibious Base.

With a record of 23-9 for the men and 20-4 for the ladies, the NorLant teams kept themselves well ahead of their opponents throughout the four-day tournament.

Second place (men) went to WestPac, and runner-up for the ladies was the women's South Atlantic team.

In the men's high series, the award went to Norman Nicholson, SOCS, CruDesLant Staff, last year's defending champ in the Atlantic Fleet classic. Nicholson managed a 692 series. High pinfall, a smacking 4791, went to James Gore, RD1, Sand Island, Hawaii; and Bud Page, SN, ComASWForPac, received honors by obtaining a high game of 255.

The women's competition saw NorLant's Eve Debevec, CTCA, RecSta, Philadelphia, net high pinfall of 3281, while Pat Mathews, RM1, Pacific Coast Team, bagged a 585 high series. Dotti Morgan, YN3, NorLant, was high game winner with a 221.

Setting the pace from the beginning, the five team members of first-place North Atlantic were: CDR Dave Keers, NAS Patuxent; Dan Switalski, YN3, Great Lakes; Tom Ruppert, HN, NavHosp Philadelphia; Al Modglin, ADJ3, NAS Patuxent; and Gary Bailey, YN3, Grosse Ile, Mich.

The five ladies of the NorLant women's team were: Debevec; Morgan, ComThree; Laura Core, DK2, NavSta Washington, D. C.; Marilyn Hatch, CT1, NavSecSta, Washington; and Rita Eyerman, PN2, NAS Lakehurst.

HIGH SERIES award in All-Navy bowling is presented to Norman Nicholson, SOCS, of CruDesLant Staff, by RADM J. O. Miner, USN.



CISM EVENTS are the primary interest of many top-flight Navy athletes right now, while some have already had their go this year in the military olympics.

U. S. military fencers, with the help of Navy LTJG Alfonso Morales, won the sabre event in CISM fencing competition in Vienna. Teammate LTJG Joseph Paletta, Jr., was the only other Navyman on the U. S. fencing team.

LTJG Faber D. Jenkins placed second in his weight class in the CISM Greco-Roman wrestling event held in Cairo.

There is also Navy representation on the U. S. boxing and volleyball teams. Jay Hauk, SN, attached to NAS Alameda, is the only Navyman on the volleyball team for the second year running.



UNDER PAR—C. F. Chancey, YN1, USN, of CNATRA, NAS, Pensacola, Fla., gets his BuPers hole-in-one award from CAPT W. M. Coleman.



SINGLE STROKER — E. C. Largent, ATRAN, USN, of VW-1, demonstrates form he used to score a 165-yard hole-in-one on Guam golf course.

Three bright prospects on the boxing team—who are making quite a name for themselves in military sports circles—are Bill O'Bannon, SA, VR1; John Dixon, CS3, NAS Patuxent; and Ralph Pelliccia, HN, National Naval Medical Center, Bethesda, Md.

IN ALL-NAVY shooting, the Fifth Naval District captured both the rifle and pistol titles in Jacksonville matches, repeating their winning performances of the Atlantic Fleet matches held there earlier. From a field of 144 All-Navy individual rifle competitors, LT Charles E. Tate of the Small Arms Training Unit, San Diego, won first place in rifle by fir-

RECORD SETTER — All-Navy individual rifle champion for 1963, LT C. E. Tate, gets congratulations plus M-1 from CDR Thomas C. Deans.



ing an All-Navy record score of 734-54V out of a possible 750 points.

Charles E. Tryon, BMC, Small Arms Marksmanship Instructor on the Commandant Third Naval District staff, placed first in the individual pistol championship. Tryon also compiled the highest aggregate scores in both rifle and pistol with a total of 1573-67V points.

Second in individual rifle competition was Joseph L. Galvao, GMGC, Small Arms Training Unit, San Diego, with 728-61V, while Gaspar P. DeFino, IMCA (SS), Small Arms Marksmanship Instructor on the Commander Naval Air Technical Training Staff, Memphis, was runner-up in pistol with 849-24X.

The Fifth ND Blue rifle team, firing a 1426-80V out of a possible 1500 points, was followed by the 11ND Blue team, 1416-71V; 11ND Gold team, 1412-67V, and 10ND team, 1410-94V.

The Fifth ND Blue pistol squad fired 1104-29X out of a possible 1200 points. Second through fourth places were 10ND, 1093-20X; 11ND Blue, 1082-24X, and ComNavAirPac, 1007-18X.

R. J. Murphy, AMHC, Small Arms Training Unit, San Diego, was among those honored at the awards ceremony. In a previous match, Murphy recorded a score of 2620 out of a possible 2700 with a pistol to qualify him for membership in the "2620 Club." Only five Navymen have achieved this mark.

THEY CONTINUE to roll in—here are two holes-in-one and two 300 games:

• Charles F. Chancey, YN1, CNATRA, shot a 169-yard hole-in-one on the A. C. Read course at NAS Pensacola *during his first try at the game.*

• Eugene C. Largent, ATRAN, VW-1, shot a 165-yarder for the third one in his short life (19 years old), in Guam.

• Phil Wilson, YN1, Sand Point, Seattle, rolled the house's first perfect game at civilian lanes in Seattle.

• Walter Linsenmayer, ACC, Naval Air Technical Training Center, Glynco, rolled the second 300 game of his life, in Glynco.

It's guys like these that make guys like us decide to give up the game—any game, for good. But before we quit, if we could only straighten that hook . . .

SIDELINE STRATEGY

HOW DO YOU like your softball games—no-hit, no-run, and over in a jiffy, or, as in days of yore, running into 30 innings? You name it, and it's happening somewhere in Navy intramural circuits.

On the perfect side, Richard Manson, DK1, of SubBase, New London, turned in such an effort when his team, Supply and Fiscal, met the team from Auxiliary Floating Drydock Five. Manson struck out 18 of the 21 ARD-5 batters he faced, and his teammates assured his perfect game by throwing out the three other batters before they could reach first base. Final score: 20-0. Manson will win a BuPers perfect game trophy for his effort.

Jim Trent, MA2, pitcher on the Fleet Programing Center team at Fleet Anti-Air Warfare Center, Dam Neck, Va., almost matched Manson's achievement. In a game against Naval Hospital, Dam Neck, he pitched six and one-third innings without a man reaching base. With one out in the seventh, an error in the infield permitted the first man to reach base. But the runner advanced no further, as Trent struck out the next two batters.

Final score of this game was not available, but Trent's team won on his no-hit, no-run, 14-strike-out pitching.

Another rare occasion provided a treat for spectators at a recent NAS Cubi Point, Philippines, varsity game. Cubi was pitted against a strong NavComSta team from nearby San Miguel. When Cubi's pitcher Ken Crockett, ADR1, and San Miguel hurler Jerry Bush, RM1, took their respective first turns on the mound, they could have had no idea that the game would develop into a 30-inning, five and one-quarter-hour marathon before their jobs were finished, but that's what happened.

Both hurlers went all the way.

League-leading San Miguel broke the scoring ice in the top of the eighth with a double which was brought home on a throwing error. Cubi retaliated in the bottom of the same inning with a home run over the right field fence.

Both teams then played flawless ball until the 23rd inning San Miguel racked up their second run – also unearned – when pitcher Bush reached first on an error, stole second, advanced to third on a grounder, then scored.



Trailing 2-1 in the last of the 23rd, Cubi's first two batters struck out. The next batter, Joe Park, followed suit, but got to first when the catcher dropped the third strike ball. Bush intentionally walked the next batter, thus advancing Park to second. Park managed to reach home and tie the game again.

So, the game went on—and on. And guess who finally brought it all to an end? This feller Joe Park's name seems to crop up again. He's the one that slugged the lead-off homer in the 30th. A good day's work!

—Bill Howard, JO1, USN

SERVICESCOPE

Brief news items about other branches of the armed services.

THE ARMY HAS A WEAPON in production which will make every foot soldier who carries it a potential tank destroyer.

The weapon is called the M72 LAW (Light Anti-Tank Weapon). It is a rocket grenade which weighs only four and one-half pounds and is designed to be fired by one man from its own disposable carrying case.

The launcher is an aluminum tube with a fiberglass plastic exterior, 25 inches long and three inches in diameter. The inner aluminum section telescopes out before firing its 66mm rocket.

The rocket is propelled by a low pressure motor and, although it is the lightest developed for the purpose, it can knock out a 60-ton tank.

★ ★ ★

THE COAST GUARD has launched two floating search and rescue stations in an experiment which may cut the cost of similar shore-based stations.

The floating installations are double-decked craft 60 feet long and 28 feet wide. Each accommodates 10 men and includes a 30-foot high-speed rescue boat and an 18-foot inboard-outboard launch and trailer for rescue work.

The rescue stations will be used at Fort Myers, Fla., and Annapolis, Md. Major advantages of the stations are: Unnecessary shore property maintenance chores are eliminated; and they can be easily moored in areas of heavy boating activity where waterfront property is difficult to obtain.

★ ★ ★

AN AIR FORCE SATELLITE has ejected millions of tiny, hairlike, copper fibers in space in the first step of a communications experiment. The fibers, called dipoles, are expected to spread along a circular orbital path, some 40,000 miles in circumference, to form a thin, narrow belt around the earth.

It is hoped that each of the dipole fibers will act as a tiny passive communications satellite, bouncing radio signals back to earth over very long distances. A belt of this sort is believed to be almost invulnerable to any sort of physical damage and has many other desirable features when used for long-distance microwave communications.

Fifty pounds of wire, about one-third the diameter of a human hair, was used for this experiment, yielding about 400 million dipoles.

The dipole fibers released from the dispenser are still in a compact cloud, centered about the dispenser package and circling the earth every two hours and 46 minutes in a near-polar orbit. This cloud is expected to spread out slowly in both directions along the orbital path until it rings the earth.

Two tracking stations equipped with special radar developed by Massachusetts Institute of Technology laboratories have detected the cloud of fibers and will continue to follow its progress. The stations are located at Westford, Mass., and Pleasanton, Calif.



ONE OF TWO — This experimental floating search and rescue station is being evaluated by the Coast Guard.

★ ★ ★

THE ARMY HAS transported an inert test version of the *Pershing* ballistic missile with a full set of tactical ground support equipment from Port Canaveral, Fla., to Fort Sherman, C. Z., for a series of hot-weather humidity tests.

The missile system was transported on the 338-foot Army-manned vessel, *Lieutenant Colonel John U. D. Page*, which was designed for shallow-draft operations and has a bow ramp through which the missile and its components were unloaded.

The tests in the Canal Zone are a continuation of a series of environmental tests designed to prove out the missile system's capability to operate under almost any weather condition or over rugged terrain. The missile was not fired during the tests.

★ ★ ★

MOST DENTISTS have very little trouble finding patients these days, but few have ever been called upon to perform an extraction on a *Titan II* intercontinental ballistic missile.

It seems that the 103-foot-tall patient was being prepared for operational duty at Davis-Monthan Air Force Base, Ariz., when the *Titan* developed a problem as touchy as an impacted wisdom tooth. A tiny drift pin had broken off in an almost inaccessible hole in a rocket engine skirt.

Several machine shops had a go at it but weren't equipped to handle such an intricate job. Finally, someone hit on the idea of calling a dentist.

The doctor set to with a portable electric drill and without the benefit of even a local anesthetic. Several drill bits later, the doctor was able to remove the offending drift pin and *Titan* was ready to go to work.

★ ★ ★

THE COAST GUARD recently christened its medium endurance cutter *Diligence*, the second cutter of the 210 ft. WPC *(Reliance)* class to be launched in a series of 23.

Reliance was the first cutter of the series and was christened in May of this year. The third cutter, *Vigilant*, is on the ways.

The new ships are driven by combination gas turbine and diesel engine propulsion plants. There is a flight

deck aft on each cutter which will greatly extend the range of the Coast Guard's new amphibious rescue helicopters.

The newly christened *Diligence* is the sixth Coast Guard cutter to bear the name. The first was one of the 10 original cutters built in 1790.

In addition to cutters such as *Diligence*, the Coast Guard fleet modernization program will include other types of vessels, including a 350-foot heavy endurance class.

★ ★ ★

THE FIRST SUPERSONIC high-level test flight of the Army *Redhead/Roadrunner* missile—which will simulate high-performance aircraft for Air Defense Command missile target practice—has been completed at White Sands, N. Mex.

The 22-foot-long missile is launched from the ground, then controlled by electronic signals from a ground command station. It can perform various turns and maneuvers at altitudes from 300 to 60,000 feet while flying at speeds ranging from subsonic to Mach-two-plus.

It has a parachute/retro-rocket recovery system which enables it to be recovered for further flights.

★ ★ ★

THE FIRST two-seat, all-weather, supersonic F-105F tactical fighter has come off the assembly line for the Air Force.

The 1400-mile-an-hour jet will have the same capabilities as the single-seat version (F-105D) and will also be used in training combat pilots. The F-105F will be assigned to all units now flying aircraft of the F-105 type.

The all-weather F-105D made its first flight in the summer of 1959 and is now in service with seven U. S. Air Force wings, with the Tactical Air Command in this country and with Air Force units in Europe and the Far East. Accommodating more than 4000 different combinations of weapons and able to carry a six-ton assortment of conventional weapons on any given flight, it is qualified for 15 different types of missions in either limited or general war situations. The F-105F has substantially the same potential.

The only major engineering changes required in converting the single-place design to a two-seater was an increase of 31 inches in length and a proportionate increase in the height of the tail fin.

★ ★ ★

ENGINEERS WHO STUDY blast effects at the Army Engineer Research and Development Laboratories at Fort Belvoir, Va., are finding their style cramped by suburban residential development around their previously isolated installation.

To ward off possible complaints from neighboring housewives, the engineers acquired a steel spherical blast chamber which muffles the shock waves resulting from explosions detonated inside.

The sphere can withstand 250 pounds per square inch working pressure which permits the engineers to detonate up to 30 pounds of explosives within its confines. The chamber is 12 feet in diameter and has provisions for taking photographs of the explosions inside.

Viewing ports permit instrumented explosive effects to be observed and an attached earth-filled cylinder gives an opportunity to study blast effects on buried objects.

Although the blast chamber cuts down on noise, Army engineers still have to conduct some unmuffled tests. However, they plan to do so when weather conditions will minimize the noise.

★ ★ ★

A NOSE CAP which can survive an orbiting space glider's return to earth may put an end to the flaming reentries known to astronauts on their return to earth from outer space.

The nose cap, which was developed for the Air Force's X-20 *(Dyna-Soar)* space craft, is a long-lasting, radiation-cooled structure. This is in contrast to the heat protection systems used in ICBMs and *Mercury* type space capsules which boil off heat.

The X-20 nose cap remains intact against high reentry temperatures for as long as half an hour. ICBMs take only a few minutes to re-enter the atmosphere and a space capsule requires approximately 15 minutes.

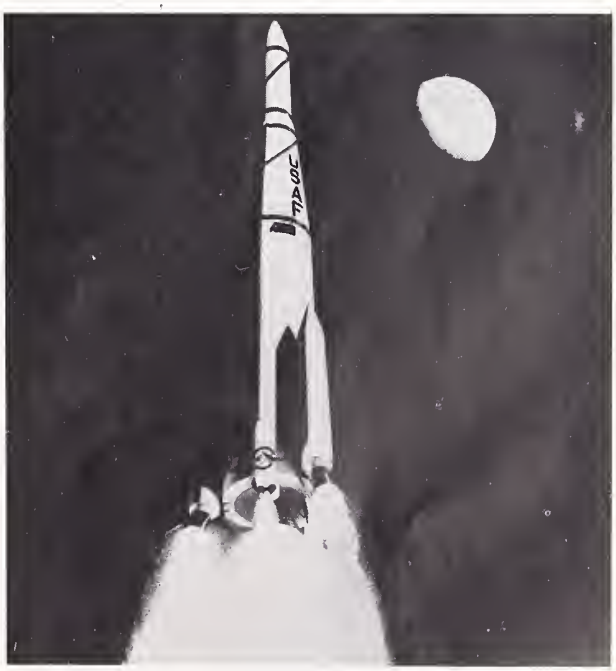
The X-20 nose cap also protects the glider from high temperatures by radiating heat from its surface back into the atmosphere.

★ ★ ★

THE ARMY HAS designed a special boot with a metal-reinforced sole to protect U. S. servicemen stationed in South Vietnam.

The problem: Viet Cong guerrillas have been concealing rusty spikes and pointed bamboo stakes—often smeared with infectious material—in rice paddies and on jungle trails. Conventional boots haven't been tough enough to ward off injuries.

The new jungle boot has a molded rubber outsole and built-in stainless steel insert. It's spike resistant.



AN ARTIST'S conception shows new, more powerful version of *Thor* space booster being developed for USAF.

FIRST J. E. Linneball, YN2, USN



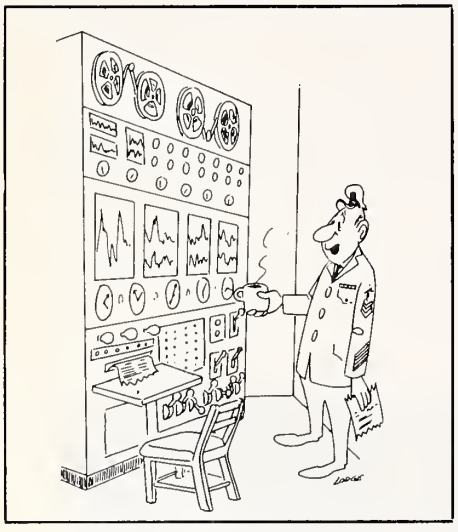
"Isn't that odd, Commander? What you consider 'refreshing candor' I interpret as rank insubordination."

SECOND F. W. Donour, Jr., PC3, USN



"Engineroom says we're out of gas."

THIRD LCDR B. E. Lodge, USN



"Here's the coffee you ordered."

Here Are the Winners i

HERE ARE the winners of the eighth annual All-Navy Cartoon Contest. Started in 1955, the contest has enjoyed greater and greater participation from the Fleet each year, and the latest competition drew the largest number of contestants ever, from ships and shore stations, at home and overseas.

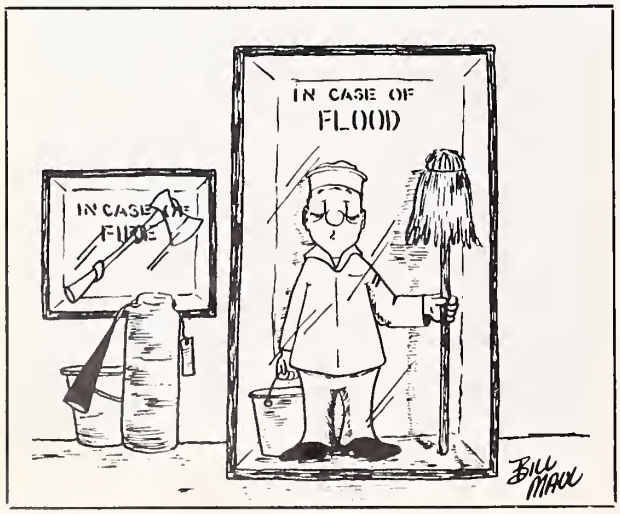
A six-man All-Navy jury, ranging from a PO2 to a lieutenant commander, and from a damage controlman to a Wave, made the selections, and a tough job it was. You'll be able to judge for yourself, when you see some of the other top entries that will appear in forthcoming issues of ALL HANDS.

The Navyman's ability to see the humorous side of almost every situation is apparent in the cartoons on these pages. Illustrating this is the First Prize winner, by James E. Linneball, YN2, of MSTS, Port Jefferson, N. Y.

Second Prize, which went to Frederick W. Donour, Jr., PC3, of COMSERVLANT Flag Unit, based at Norfolk, depicts a situation that might be the private nightmare of any seagoing man on the way up.

LCDR Billups E. Lodge, USN, attached to Staff, CINCLANTFLT, in his Third Prize contribution introduces another element essential to good humor—timeliness. Again, with the wry twist. We'll probably be seeing more concerning the vagaries of automa-

FOURTH W. R. Maul, CT1, USN

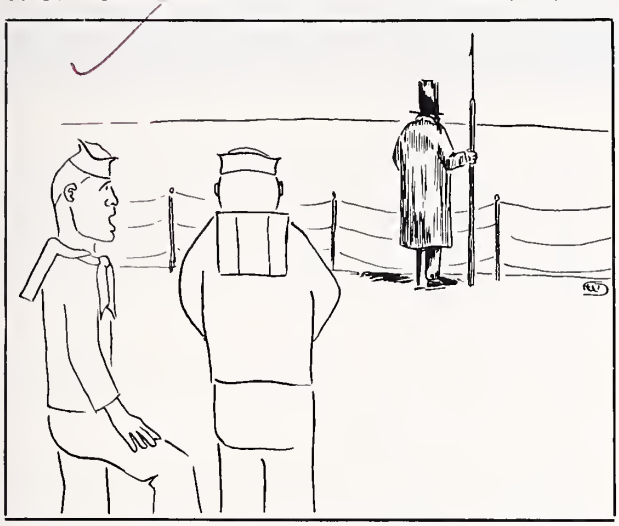


FIFTH J. R. Thornton, SOG2, USN



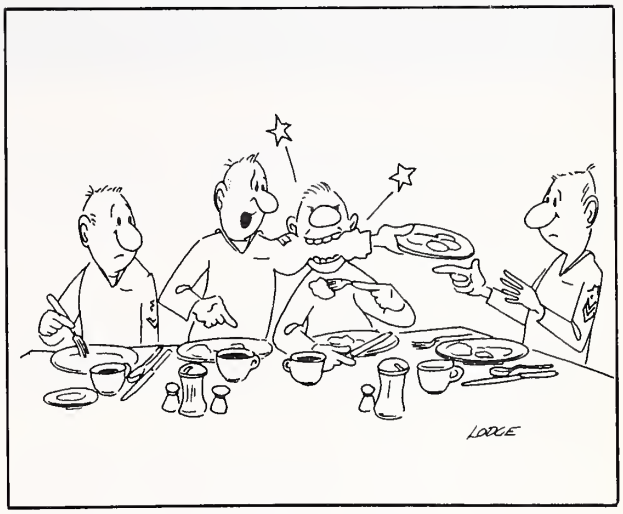
"You let one through and they'll all think it's a freeway."

FIRST HONORABLE MENTION F. W. Donour, Jr., PC3



"Frankly speaking, I'm a little worried about the new C.O."

THIRD HONORABLE MENTION LCDR B. E. Ladge, USN



"Chow hound."

ll-Navy Cartoon Contest

tion. LCDR Lodge is an All-Navy winner of previous years, and also took a Third Honorable Mention in this contest.

Bill Maul, CT1, USN, with the U. S. Naval Security Group Activity, Bremerhaven, Germany, has been a consistent contributor to (and winner in) All-Navy Cartoon Contests. Here he sets us on our heels with the unexpected, to take Fourth Prize. Bill is a two-time winner this year with his Fifth Honorable Mention.

Fifth Prize, by John R. Thornton, SOG2, USN, of U. S. Naval Facility, Eleuthera, Bahamas, gives his views of one of the aspects of the shape of things to come. Who knows? He may not be exaggerating.

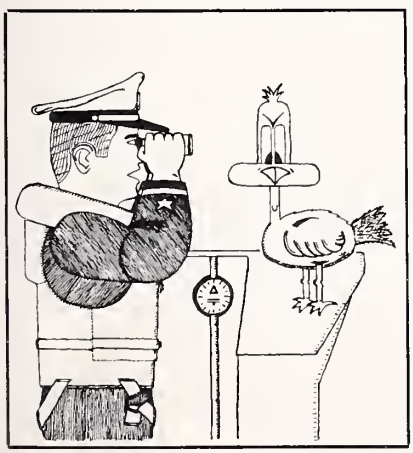
First Honorable Mention, also by Second Prize winner Frederick W. Donour, is a real eyestopper and, we outsiders suspect, was the subject of considerable table-pounding on the part of the judges. It's one of those things—either you get it or you don't.

Another SOG3 (what's with these SOs, anyway?) Robert P. Eben, of USS *Moale* (DD 693), walked away with Second Honorable Mention with his off-beat Bogey.

Fourth Honorable Mention went to LT Frederick F. Sima, Jr., USN, of INSMAT, N. Y., with his naval version of the banana-peel gag.

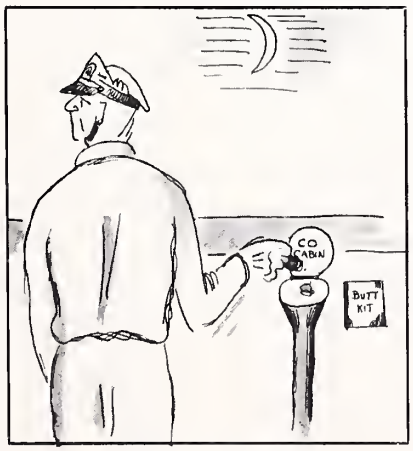
All in all, an excellent collection and we're glad we didn't have to be one of the judges.

SECOND HONORABLE MENTION
R. P. Eben, SOG3, USN



"Bogey bearing 000."

FOURTH HONORABLE MENTION
LT F. F. Sima, Jr., USN



"What a dull watch."

FIFTH HONORABLE MENTION
W. R. Maul, CT1, USN



A Report on Proficiency

CONFUSED ABOUT PROFICIENCY PAY? The pro pay picture, cloudy the past few months, is clearing. Next month, an entirely new program of pro pay awards is planned to become effective. The program planned, like those of previous years, is complicated. And, it can be confusing—particularly to those who don't receive the extra money.

On the following pages, ALL HANDS traces the development of pro pay from the first awards of 1958 through the revised program of 1963. We'll take a look at the intent and administration of pro pay: Who gets how much—and why.

Perhaps you'll conclude that proficiency pay does a job for which intended, and really isn't confusing after all.

During the past five years, proficiency pay has been a money matter of highest concern to virtually every Navy enlisted man. More precisely, it's been a money problem.

For the most part, those who have received pro pay like the program just fine. Their problem has not been hard to solve: What to do with the extra money.

On the other hand, many of those who have received little or no pro pay, and foresee slim possibilities of being included on future pro pay rolls, think the program is unfair. For these men, the matter is best expressed in the form of a simple question: Why?

Reenlistment Incentive

First of all, don't let the term "proficiency pay" throw you off track. Those who receive the extra money are not necessarily more proficient in their respective job fields than those who do not. A more correct term might be "career incentive pay" or "specialty incentive pay" (see page 45 for a list of definitions).

New Procedures Urged by Navymen

Months before anyone knew for sure that major pro pay changes would be made this year, 29 enlisted men and six officers representing various Atlantic Fleet commands got together for the annual Atlantic Fleet Career Information Conference in Norfolk and gave pro pay a thorough going over.

What are the beneficial effects of pro pay? The detrimental effects? What are the most equitable ways of administering pro pay? These were some of the questions the Navymen discussed.

Their final recommendation: "Divert the P-1 money paid for outstanding effectiveness, and the R-1 money paid to Recruiters, and put it all in the form of P-1, P-2, and P-3, to be awarded those in critical skills which are a problem for retention.

"Put the salve on the sore where it will do the most good," said the Navymen.

It's interesting to note that this is exactly what the Department of Defense, and the Navy, have done, as outlined in the following pages.

From the very beginning, a major objective of pro pay has been to provide a special incentive for the retention in service of highly trained men, particularly those in technical fields and critically undermanned ratings. In other words, *pro pay is designed for men in ratings and skills in which large amounts of Navy training money have been invested—and in which manpower shortages exist.*

Men in the electronics, nuclear, missile, undersea and communications fields are awarded pro pay as an incentive to remain in the Navy and continue working in these undermanned fields.

The Navy has trained these men to become proficient, and doesn't want to lose them. If more money, in the form of proficiency pay, will keep these men in service, the Navy must pay them or lose them. It's as simple as that.

Long Standing Policy

Though proficiency payments are relatively new, the idea of incentive pay for men in undermanned fields is not. The Navy has used different forms of incentive pay for more than 50 years, primarily to retain those in critical skills or hazardous occupations.

For example, the Navy has been paying submariners extra money for years. It is recognized that the incentive pay for submariners is needed to obtain, and retain, the number of volunteers needed. It does not connote a comparison of relative importance between a submariner and a destroyerman, for example, whose take-home pay may be less.

The application of pro pay is basically the same.

A second objective of pro pay is to reward men who demonstrate outstanding effectiveness in any assigned skill, regardless of their skill's criticality.

However, it's been obvious to all Navymen who have —and those who haven't—received pro pay, that the "critical retention" awards have taken highest priority over the years (see Awards Tables, p. 48). This is so because of the urgent need for critical skills.

Act of Congress

The history of pro pay is not hard to trace. The Career Compensation Act of 1949, as amended in 1958 by Public Law 85-422, authorizes the armed forces to award "certain enlisted personnel" with the special money.

This legislation provided two different methods for payment.

The first plan, known as the Proficiency Pay Method, authorized the advancement of career personnel with critically needed skills and leadership qualifications to any higher enlisted pay grade—without an actual advancement in military rank—but with the pay, allowances and special or incentive pay of the higher grade based upon years of service.

Under the plan, a PO3 in a critical rating, for example, could draw the pay and allowances of a PO2, PO1, or even the pay of a chief.

The second plan, the Proficiency Rating Method,

Pay: Who, How and Why

authorized designated, deserving personnel to be awarded pro pay in accordance with one of three established proficiency ratings. These ratings established a maximum monthly payment of $50 for P-1, $100 for P-2, and $150 for P-3.

Under the Proficiency Rating Method, any petty officer could draw, in addition to his regular basic pay and allowances, a maximum of $50, $100, or $150 monthly, depending on the proficiency rating his rate received.

Second Plan Adopted

Congress named the Secretary of Defense as pro pay administrator, and left it up to DOD and the individual services to decide how the awards would be made.

Although both methods were authorized by Congress, only one—the Proficiency Rating Method—was adopted for service administration.

In September 1958, the Secretary of Defense issued DOD Directive 1340.2, announcing that pro pay would be allocated primarily (at least 85 per cent of all awards) to men in critically undermanned military skills. Awards to those who showed outstanding effectiveness in assigned specialties not on the critical list were also authorized, but were subject to separate ceilings (not more than 15 per cent of all awards).

The Secretary of the Navy specified Navy skills that should be permitted to compete for the awards. Listings of critical skills were drawn, based on criteria established by DOD, and all ratings not on the critical list were considered to be in the outstanding effectiveness category.

Announcing allocation of the money, the Chief of Naval Personnel cautioned all Navymen that pro pay was to be awarded primarily as career incentive pay for those in critical skills. And, the Chief said, the lists of critical and outstanding effectiveness ratings would probably be under constant revision to match them with continuously changing DOD proficiency rating requirements.

Perhaps much of the confusion that has since developed can be traced to the failure of the man in the Fleet to heed that early warning by CNP. The jingle of new money was much louder.

First Year of Pro Pay

Based on DOD guidelines, the Navy issued its first major pro pay directive, BuPers Inst. 1430.12, in October 1958. The first year of pro pay, like the years that followed, was administered on a fiscal July through June basis, but was abbreviated, owing to the mid-fiscal year effective date.

For fiscal 1959, only P-1 awards were authorized, and monthly payments were $30, not the $50 P-1 maximum.

All awards were based on service-wide exams, administered in much the same manner as advancement exams. Those recommended by COs who passed the exams and met cutoffs received pro pay. It was necessary to requalify each year.

At least 85 per cent of all pro pay went to those in critical skills. Thus, at the very beginning, the bulk of pro pay was earmarked for ratings on the critical list.

During fiscal 1959, P-1 $30 awards went to approximately 19,000 men, most of whom (85 per cent) were in the 29 critical ratings of the time.

Fiscal 1960

The following year's awards procedure was more complicated. Wrinkles that developed during early months of the over-all pro pay administration had to be ironed out, and, as the Navy had warned at the outset, the list of ratings considered critical for pro pay purposes was revised.

Much, however, remained the same for fiscal 1960. All awards were of the P-1 $30 variety. Again, 85 per cent of all pro pay went to men serving in critical military skills; 15 per cent to those in outstanding effectiveness ratings. All awards were based on examinations. Each recipient of pro pay had to requalify.

But, pro pay as an incentive for retention of those in critically undermanned skills received more emphasis. The number of awards to men in ratings not on the critical list was cut in half.

Career designated personnel who passed the exams were first in line to receive awards. If there were any remaining allocations, non-career men who passed the exams would get them.

Also, it was more difficult to become eligible. New requirements included completion of the Navy training courses, practical factors, and performance tests.

This was intended to insure that payments would go only to men who were career motivated, wanted the extra money, and would prove it by putting forth additional effort.

Not all those eligible qualified. Of 284,100 petty of-

Pro Pay Really Isn't Pro Pay

Military pro pay planners frankly admit the term "proficiency pay" is a misnomer. The misleading implications of the term became more apparent as awards were granted automatically to those with critical ratings and NECs. For all practical purposes, the degree of any one man's true proficiency within his rating or skill is not tested.

Since pro pay is actually incentive pay designed to encourage those in critically undermanned skills to reenlist, most of those at the top of the pro pay picture agree that the name should be changed. Call it career incentive pay, or critical skill incentive money, or something else, they say.

A tough assignment. As defined by the laws which established the program, proficiency pay is a general term describing the special form of extra monthly pay awarded under the Proficiency Rating Method.

Congress calls it proficiency pay, and that's the term used in all the official directives on the subject.

It's confusing, but it would take an Act of Congress to change it.

ficers in the various critical and outstanding effectiveness ratings of fiscal 1960, only 25,767 received the $30 P-1 awards.

Exactly 15,869 pro pay awards the Navy had been authorized to distribute went unfilled, simply because a sufficient number of men, particularly in grades E-4 and E-5, did not compete.

In pay grade E-4, 11,261 men took pro pay exams; 13,436 awards had been allocated. For PO2s, 8101 of 15,426 awards that could have been paid were not. And so on.

More Changes

The third year of pro pay, fiscal 1961, was another period of changes in the list of who gets how much.

For the first time, P-2 money in $60 monthly amounts was authorized.

And, for the first time, automatic pro pay—or pro pay without prior examination—was awarded to men the Navy desperately needed to keep in service, and to provide an incentive for voluntary entry into the Nuclear Power Program.

Also, DOD ruled that petty officers working outside their ratings who held NECs in a number of specialized categories should be eligible to receive pro pay. In other words, Navymen performing duties indicated by an NEC, but whose parent rating is not associated with such duties, could compete for pro pay in their parent rating.

It was also ruled that Recruiters should be recognized as having military skills for purposes of pro pay, since they require specialized aptitudes and training.

Those who received the first $60 P-2 awards were 1250 men in nine of the most critical ratings at the time—AT, CT, ET, FT, GS, NW, RD, RM, and SO. Only those in grades E-5, E-6, and E-7 could compete.

Pro pay for Recruiters, all in $30 amounts, was called R-1 rather than P-1, and was based on special Recruiter exams.

The automatic awards, P-1 $30, went to career designated petty officers (E-4 through E-7) who were identified by NEC 9901 (Nuclear Power Training) upon completion of Basic Nuclear Power courses.

To insure that the loss of pro pay experienced the previous year did not occur again, the fiscal 1961 exams, originally scheduled for May for E-6 and E-7, and November for E-4 and E-5, were held in May for all. With POs 3 and 2 competing in May and November, chances were good that more men would receive awards.

Again, career designated men who passed the exams were first to receive awards, although non career personnel who passed and came within set allocations had a chance.

Seventy per cent of the fiscal 1961 pro pay went to the E-4 and E-5 critical ratings, and 15 per cent to those in critical ratings E-6 and E-7. The remaining 15 per cent went to recruiters and E-6 and E-7 personnel in ratings not on the critical list.

Here, an important point was made. The only petty officers, E-4 and E-5, who could compete for pro pay were those in critical ratings. These relatively junior petty officers received most of the year's pro pay money as an incentive to reenlist. All other E-4 and E-5 personnel were excluded from the pro pay picture.

Reenlistment Incentive

In fiscal 1962, pro pay as an incentive for those in critically undermanned skills to stay in the Navy was stressed further. Only those who were career designated could receive awards.

Super chiefs were added to pro pay eligibility listings for the first time—E-8 and E-9 personnel in outstanding effectiveness ratings could be recommended to participate in exams for P-1 awards, in addition to recruiters and career personnel (E-4 through E-7).

Only career designated men in critically undermanned ratings E-4 through E-7 could compete for the P-2 $60 awards.

As for allocations, 85 per cent of all pro pay money went to critical skills P-1 and P-2. The remaining 15 per cent was awarded in the form of P-1 $30 to men in ratings not on the critical list.

Critical P-1 awards were automatic upon recommendation of appropriate commanding officers. However, quotas were placed on P-2 $60 awards, and exams were required.

A major influx of NEC codes helped determine further who received pro pay. Because of the many highly critical skills for which no ratings are established, it was necessary to identify critical skill areas with NECs.

Those identified with a critical NEC could be awarded P-1 money automatically, in the same manner those in critical parent ratings received their awards.

Fifth Year

The use of NEC codes in determination of critical skills for pro pay purposes was further expanded for fiscal 1963.

By the time last year's awards began to show up in paychecks, only 22 ratings were "critical," but the list of critical skill NECs was long.

Outstanding effectiveness ratings, or those not on the list of critically undermanned skills, numbered 45. All OE and recruiter awards were again set at $30.

Although the basic rate of payment remained the same (P-1 $30, P-2 $60), the methods of payment were revised.

One major change was the establishment of the $60 Programed P-2 award. This award was (and still is) automatic to all men designated by specified critical NECs who actually work in the *skills* represented.

Exams determined who received other awards—E-4 through E-9 personnel in critical *ratings* could compete for P-2, those in other ratings, and Recruiters, for P-1 only.

However, those in critical skills who did not receive P-2 were awarded P-1 automatically.

Revised Program Planned

Unofficial plans to increase the amounts of proficiency payments, and generally revise the pro pay procedure, have been discussed in Navy-interest publications for years.

It wasn't until last April, however, that the Navy was

able to announce to the Fleet that beginning 1 Jul 1963, pro pay would receive a complete overhaul.

- The need for increased retention of men in critically undermanned ratings had become acute.
- Monthly awards of $30 and $60 were insufficient. Men in critically undermanned ratings and skills did not find these amounts to be much incentive for reenlistment.

In BuPers Notice 1430, dated 30 April, the Navy made it clear that any new program would be designed to retain a greater percentage of highly trained technicians in critical ratings and enlisted classifications.

At the same time, it was announced that written examinations for pro pay awards would no longer be required.

And, it was planned, full instructions for the awarding of pro pay would be issued before 1 July, when the fiscal 1963 awards program would terminate.

Navy pro pay planners in the Bureau drew up their new procedure and submitted it to the Department of Defense. Under the program's administration, DOD had to correlate the Navy plan with Army, Air Force, and Marine Corps, and draw up proficiency ratings.

As it turned out, this job was complicated, and took time—more time than the Navy or the Department of Defense had anticipated to work matters out.

Interim Procedure Adopted

As already noted, the Navy had indicated the new fiscal 1964 program would be ready for administration by 1 July. But, in late June, as the fiscal 1963 awards were drawing to a close, and the Defense study had not been completed, the Navy had to act on its own and establish an interim program, to run only until the proposed/delayed regular fiscal 1964 program would be ready for the Fleet.

The interim program amounted to an extension of portions of the fiscal 1963 awards, which otherwise would have been canceled on 1 July. Under the plan, only the most critical skills and NECs would continue to receive awards—on a temporary basis.

Money earmarked for the interim plan had to be drawn from fiscal 1964 allocations, thus the limited version. To remain within authorized funding, all but the most critical skills were to be removed from pro pay rolls.

Under the plan, 38,000 Navymen in the most critical skills who were awarded pro pay under the fiscal 1963 awards program would continue receiving the extra money temporarily. Those to lose the payments would be 32,000 in skills lower on the critical list and all OE and recruiter awards.

The Navy's main concern in initiating the interim

These Definitions Will Help You to Speak the Language

Here's a roundup of terms peculiar to the pro pay program. Note that several terms used in the past no longer apply under the new procedures.

Proficiency Pay—General term describing the special form of extra monthly pay awarded under the Proficiency Rating Method. Proficiency pay is in addition to any pay, allowances, special or incentive pay to which men and women of the naval service are otherwise entitled.

Proficiency Pay Method—One of two methods for awarding pro pay. Under the Proficiency Pay Method, men in critically undermanned skills could be advanced to a higher pay grade without advancing in military rank. *This method has never been used.*

Proficiency Rating Method — Alternate method for awarding pro pay. Under the PRM, designated men are paid in accordance with one of three established proficiency ratings—P-1, P-2 or P-3. This is the method used.

Proficiency Pay (Specialty)—One of the two new methods of payment. Specialty pay provides a differential incentive for retention in the service of enlisted personnel with specialties requiring long and costly training, and in which, in the absence of this incentive, the supply of qualified career personnel to meet service requirements is inadequate.

Proficiency Pay (Superior Performance)—Second of two proposed methods of payment. SP serves as an incentive for those not receiving specialty pay, and is awarded in recognition of on-the-job proficiency. Not used by the Navy in fiscal '64.

Programed P-2—Variation of P-2 Proficiency Rating. Programed P-2 awards, based on critical NECs, are paid automatically. This method of payment was established to meet the growing need for skilled technicians in such areas as weapons system maintenance, nuclear propulsion, and other critical skill areas not necessarily identified by parent ratings. Term does not apply in new program.

Critical Skill—For pro pay purposes, any rating or NEC which requires long periods of specialized schooling or in-service training, requires special technical or leadership aptitudes, has a low first term reenlistment rate, or has a relative shortage of career petty officers.

Military Specialty (also Military Skill)—Any grouping of closely related duties and responsibilities requiring essentially the same aptitudes, training, and experience, as identified by enlisted classification manuals of each service. For the Navy, this means rate, rating, and Navy Enlisted Classification Code (NEC).

NEC Code—Any code number which specifies a special skill not indicated by rate or rating.

Outstanding Effectiveness Ratings — For purposes of pro pay, any ratings which do not meet the critical requirements described above. Term does not apply under new program.

Career Designated—Navy men and women who have served, or are obligated to serve, seven or more years' active duty, are career designated for pro pay purposes. Those in lower pay grades with less than seven years' service may become career designated, and qualify for pro pay, by reenlisting, extending, or agreeing to extend or reenlist through such programs as STAR and SCORE.

measure was to avoid a lapse in payments—keeping pro pay money going to the Fleet, even if it must, owing to appropriation limitations, be in amounts less than the Navy had hoped. The number of men receiving pro pay had to be adjusted to an approximate alignment with the new program.

Plan Modified

However, it soon became apparent that a great many hardships would be created by any short notice cancellation of 32,000 pro pay awards.

The interim procedure had little more than reached the Fleet when the Navy announced that all fiscal 1963 awards that were in effect on 30 June would be continued for three months, or until a completely new program of higher payments would be ready.

Thus, those who were to lose the extra money would have more time to make financial adjustments.

In a Navy-wide directive revising the original interim plans, Secretary of the Navy Korth reminded all Navymen that those at the top are aware of the widespread uncertainty and misapprehension that have resulted from the changes.

And, SecNav reminded the man in the Fleet that pro pay should be viewed as a form of incentive pay awarded those in critical skills, mainly for the purpose of inspiring second thoughts about leaving the Navy.

Commenting on the revised program to become effective on 1 October, SecNav said it would be smaller in scope in order to concentrate larger awards in the most critical areas.

And Now . . .

With this background in mind, here's a look at the proposed proficiency pay program which is scheduled to become effective on 1 October.

- Higher Rates—In place of the present $30 P-1 and $60 P-2, payments of $30 and $50 P-1, $75 P-2, and $100 P-3 have been authorized and may be granted (See New Awards Table). These are called *specialty payments.*
- Automatic Awards—All those in designated critical skills will receive P-1, P-2, or P-3 specialty awards automatically. No specialty pay will be warded in ratings or skills not on the critical listing. Specialty payments will go to those ranking highest in priority, based on criticality listings.
- Exams Canceled.—All pro pay awards based on examinations are a thing of the past. No more exams will be conducted.
- Superior Performance—Outstanding effectiveness awards to those in ratings not on the critical list will no longer be paid. Instead, *superior performance* (SP) *awards* in $25 amounts are authorized. *However, no SP awards will be made this fiscal year, owing to limitations imposed on available funds.*

Behind the Scenes

In the case of higher rates, the $30 and $60 awards of previous years, as noted above, hadn't been doing the job for which intended. These sums didn't provide enough incentive for those in critically undermanned skills to stick with the Navy.

The $25 superior performance (SP) awards, which are in a separate category, can be viewed as true "proficiency" payments. These awards, also automatic, will go to outstanding men not in critically undermanned skills, when the Navy has enough pro pay money to go around. Until the Navy's fund administrators can see the way clear to award SP, no plans will be formulated as to command administration.

Why the relatively small amount for SP? Keep in mind the basic concept of pro pay: Retention of those within critical skill areas. The most any Navyman outside a critical skill has ever received in pro pay is $30 a month. P-2 money has never been authorized for those outside the critical category.

And, since the funds available for pro pay do not come from a bottomless barrel, it's doubtful that authorization to award any more than $25 in the form of SP will ever be granted.

Eligibility

Those eligible for *pro pay (specialty)* are:

- Career designated personnel assigned to, and qualified in, Navy critical skills approved for pro pay.

You May Find Answers

When pro pay was launched in 1958, and each year as new lists of awards were announced, comments—both pro and con—have been heard throughout the Fleet.

Few who have written letters to ALL HANDS have understood that pro pay is designed to provide a reenlistment incentive to those in skills for which long periods of schooling are required, and in which severe shortages exist.

Below are excerpts from some of these letters, and their replies. Some of the answers were found in official directives on the subject. For others, only those who know the subject best, such as the Navy's pro pay planning staff, could provide answers that make sense.

Q—IT'S BEEN SAID *that pro pay will hold critical skills in the Navy. I don't believe it. Should there be a low reenlistment percentage of ETs, for example, the few extra dollars realized in pro pay would certainly provide no incentive for an ET to choose a Navy career as opposed to civilian employment. It would take many times the amount of pro pay realized to meet this objective.*

A—It has never been claimed that pro pay would "hold" men in the Navy. It has been hoped that it would increase the first term reenlistment rate through the "career designated" requirement imposed on those who receive awards. The new program with awards as high as $100 monthly should increase the program's effectiveness.

Q—I DON'T SEE HOW *it's possible to say that certain ratings are more critical than others, and can thus be*

• Those in approved specialties who are on active duty, other than active duty for training, and entitled to basic pay.

• Those recommended by COs who have a minimum of six months' continuous active service immediately before receipt of the first award, and who are in pay grade E-4 or higher, and have completed at least 24 months of active service.

Once the superior performance award money is available, such awards will normally be granted for 12-month periods only. Basic eligibility requirements state that recipients of SP must be on active duty other than Reserve training, must have completed at least two years' active service, must have demonstrated at least six months of superior on-the-job performance in the skill in which serving, and must not be in receipt of proficiency pay (specialty).

The new P-1, P-2, and P-3 specialty payments will be made with greater assurance of permanency than ever before. All specialty awards will be granted on an indefinite basis, with probability of continued payments for at least three years, or until individual expiration of enlistment, whichever is sooner. The three year cut-off would apply only to skills reclassified as "not critically undermanned" after only one year of payments. When such a reclassification is made, all awards to men in skills affected would continue in effect for two years, or until individual expiration of enlistment.

Who — And How Much?

The procedures used in deciding who gets how much are necessarily complicated, owing to a Defense requirement that all the services cooperate in deciding which associated skills are the most critical—badly needed on a reenlistment basis, for example.

In past years, the Navy pretty much decided which of its ratings and skills should be included on pro pay listings, with DOD fixing the limits on awards and overall program costs.

Now, with the new program of higher awards, new money problems arise.

During fiscal 1963, the Navy received a pro pay allocation of approximately $24 million.

Again this year, the Navy's pro pay allocation is approximately $24 million. In order to pay the same men who drew pro pay last year at this year's rates, it would take more than twice the money the Navy now has for this purpose. That kind of money just isn't available.

ur Questions on Pro Pay Here — These Are the Ones Most Often Asked

given opportunities to draw extra pay without advancement. Each rating performs a vital function in the Navy. Without competent, "proficient," personnel in all ratings, efficiency of any ship or station will suffer.

A—No argument here. All ratings do perform a vital function. You should understand that the term "critical" as applied to pro pay is an abbreviation of "critically undermanned," and has nothing to do with the relative importance of the various ratings. All ratings are important, but some, owing to manpower shortages, are more critical. Simply stated, it's a matter of supply and demand. Using pro pay, the Navy can more equitably compete with private industry for highly skilled technicians. You have to agree that some ratings are more technical—if not more important. The higher technical ratings get the extra compensation as an incentive to remain in the service.

Q—Why not give *the critically needed technician a reenlistment incentive more attractive than pro pay? Double the reenlistment bonus for those in critical ratings who have completed three years of active service, and extend eligibility for pay and unused leave and travel allowance to include E-4 and E-5 critical ratings who reenlist up to 12 months early.*

A—Your idea has merit. A plan quite similar to the one you suggest was submitted to DOD in 1961, but was rejected because it wasn't suitable for all the services. However, a "variable reenlistment bonus" plan continues to be studied.

Q—I'm against *outstanding effectiveness reward money. Men who demonstrate outstanding effectiveness are already rewarded by making their rates quickly through rapid advancement. Why double the bounty?*

A—Rapid advancement is a peculiarity of relatively few "open" ratings. Even some critical rates (critical for pro pay purposes) have limited advancements. In many, such as the slow moving BM rate, truly outstanding men must wait a number of years before advancing to certain pay grades.

Q—Pro pay *has damaged the prestige and respect of higher rated petty officers. In many instances, a man drawing pro pay receives more money, over-all, than a man in the next higher grade. This doesn't invite a healthy relationship or respect.*

A—The answer here may sound a little corny to someone who's bitter, but it's as close as we can come to a definition of the phenomenon of respect. A Navy petty officer gains respect by demonstrating qualities of leadership, knowledge, and fairness. Respect should never be equated to salary earned. Those who do not gain the respect of their men should evaluate their own performances. Don't blame it on pay.

The questions, and answers, go on. Many more good points are made. Below are several:

• Pro pay has no bearing on military precedence. It does not include the privileges or recognition of a higher pay grade.

• Performance in advancement in rating exams has never had any bearing on pro pay awards. For example, an outstanding RD3 might draw pro pay—and still not be able to pass the RD2 exam.

• Pro pay has never been intended to serve as a substitute for the normal incentive to seek promotion.

Therefore, fewer men will receive pro pay, based on over-all military career needs.

Critical Listing

To determine which skills should draw how much, the Army, Navy, Air Force, and Marine Corps have set up critical listings, based on stortages in military skills.

The individual services nominate the skills they believe should be included on the critical list. Determination is based on manpower shortages, low reenlistment rates, low manning levels, and high costs of training personnel.

The level of pro pay set for any one skill is determined by its standing on the critical listing. Payment levels are skill-wide. All those in any one critical skill on the critical listing receive the same level of pro pay. (Under the old system, this was not the case. Some in many ratings drew P-1, others in the same ratings received P-2, as indicated in the pro pay table below.)

What it boils down to is this: All ratings and NEC skills are listed in the order of their criticality. Those at the top of the list are awarded P-3. Working down the list, P-2 awards are made, then P-1, until the pro pay money barrel is finally emptied.

Exactly how effective the new program will be remains to be seen. It is certainly more stable, and will probably be effectively continued through the years with minor revisions.

Finally, keep these points in mind:

- The term proficiency pay is misleading.
- Pro pay, as used, is extra money for men in highly technical fields in which the greatest manpower shortages exist.
- It is granted as an incentive to remain in the service and continue working in these fields, or to transfer to one of these fields from some over-manned rating.

The next page lists the new eligible categories.

These Categories Have Been Eligible for Pro Pay in the Past

As you can see in the tables below, ratings considered critical for purposes of proficiency pay have been under constant change.

Each year, most of the appropriations (85 per cent) went to men in critical ratings and skills. Those not listed as critical for any one year were all classified as outstanding effectiveness, and received 15 per cent of total awards. The table continues up to the present.

Fiscal Year	Critical Ratings/Skills
1959 29 criticol rotings	ET, AT, FT, AQ, GS, NW, GF, AC, RD, RM, SO, CT, TD, EM, AE, IC, OM, MM, EN, AM, MR, DM, SV, PH, PT, AG, QM, SM, JO. All P-1 $30 by exominotion.
1960 43 critical ratings	BR, BT, BU, CE, DT, IM, LI, MA, ML, MU, PM, SF, SW, TM, UT, ET, AT, FT, AQ, GS, NW, GF, AC, RD, RM, SO, CT, TD, EM, AE, IC, OM, MM, AM, MR, DM, SV, PH, PT, AG, QM, SM, JO. All P-1 $30 by exominotion.
1961 40 criticol rotings plus NEC skill	MN, AB, BR, BT, BU, CE, IM, LI, ML, MU, PM, SF, SW, TM, UT, AQ, AC, TD, EM, AE, IC, OM, MM, MR, SV, DM, PT, AG, QM, SM, JO. P-1 $30 by examinotion. AT, CT, ET, FT, GS, NW, RD, RM, SO. P-2 $60 by exominatian. NEC 9901. P-1 $30 automotic.
1962 21 criticol ratings plus NEC skills	AE, AQ, AT, CT, EM, ET, FT, GS, IC, NW, PT, RD, RM, SO. NECs 3300 series; 9592; 9905; 9930; 9962; 9972; 9901; 9913; 9961; 9963; HM-8407. All P-1 $30 outomatic, P-2 $60 by exominotion. BR, MM, MR, CE, PM, AG, ADJ. P-1 $30 automotic.
1963 (Through Sept. 1963)	ADJ, AE, AG, AT, AQ, AX, BR, CE, CT, DS, EM, ET, FT, GMT, IC, MM, MR, MT, PH, RD, RM, SO. NECs:

SO-0423	FT-1155	FT-1174	DS-1617	SF-4946
TM-0771	FT-1157	FT-1182	DS-1618	AT-6617
GM-0986	FT-1158	FT-1183	DS-1619	AE-7131
GM-0987	FT-1159	FT-1184	DS-1631	AE-7137
GM-0988	FT-1161	FT-1185	DS-1632	HM-8407

1963 (cont.)	Critical Ratings/Skills			
GM-0989	FT-1162	FT-1186	DS-1633	8213
GM-0998	FT-1163	MT-1313	DS-1634	8309
FT-1113	FT-1164	MT-1314	DS-1635	8319
FT-1114	FT-1165	MT-1315	All 3300 series	8324
FT-1115	FT-1166	MT-1316	3511	9505
FT-1116	FT-1167	ET-1513	BT-4516	9592
FT-1118	FT-1172	DS-1615	SF-4915	9901
FT-1119	FT-1173	DS-1616	SF-4945	9931
FT-1121				

All P-1 $30 outomotic, P-2 $60 by examination.

Programed P-2 through 30 Sept. 1963

SO-0423	FT-1167	DS-1634	3355
GM-0986	FT-1172	DS-1635	3356
GM-0987	FT-1173	3306	3371
GM-0988	FT-1174	3307	3372
GM-0998	FT-1182	3308	3381
FT-1113	FT-1183	3313	3383
FT-1114	FT-1184	3314	3384
FT-1115	FT-1185	3315	3385
FT-1116	FT-1186	3316	3386
FT-1118	MT-1313	3317	3387
FT-1119	MT-1314	3318	3511
FT-1121	MT-1315	3321	AT-6617
FT-1155	MT-1316	3322	AE-7131
FT-1157	ET-1513	3323	AE-7137
FT-1158	DS-1615	3331	8309
FT-1159	DS-1616	3337	8319
FT-1161	DS-1617	3338	8324
FT-1162	DS-1618	3339	
FT-1163	DS-1619	3351	
FT-1164	DS-1631	3352	
FT-1165	DS-1632	3353	
FT-1166	DS-1633	3354	

Automatic $60 awords to eligible NECs.

—And Now, Here Is the New Pro Pay Table

Here's a complete listing of ratings and NEC skills to be awarded P-1, P-2, and P-3 specialty payments under the fiscal 1964 proficiency pay awards program. All P-3 $100, P-2 $75, and P-1 $50 awards become effective on 1 October.

Awards of P-1 $30 to skills listed are continued only for this year's program. Note that as the Navy's manpower requirements change, the critically undermanned classifications may likewise be revised, and ratings not on this year's pro pay list may be eligible for future awards. Those who receive P-1 $30 this year may be included in next year's program at higher rates. Many of the P-3, P-2, and P-1 $50 skills will probably be in the critically undermanned category of future years. It is hoped that more funds will be available for pro pay awards in fiscal 1965.

Type of Award (Specialty)	Ratings/NEC Skills
P-1 $30	ADJ; RM
P-1 $50	AQ, AT, CT(R), FT, GMT, SO; NECs: 0313, 0314, 0317, 2314, 2315, 2325, 2332, 2342, 3342, 3343, 3344, 3345, 3346, 4356, 4722, 4723, 7131, 7137, 9931
P-2 $75	AX, CT(I), CT(M), CT(T), DS, ET, MT; NECs: 0412, 0423, 0426, 0471, 0474, 0475, 0476, 0478, 0479, 0481, 0482, 0984, 0986, 0987, 0988, 0991, 0997, 0998, 1113, 1118,
P-2 $75 (Cont.)	1119, 1128, 1155, 1157, 1159, 1161, 1162, 1163, 1164, 1165, 1166, 1158, 1167, 1172, 1173, 1175, 1179, 1182, 1184, 1185, 1186, 3318, 3371, 3383, 3384, 3385, 3386, 3387, 3511, 6616, 6617, 7935, 7946, 7948
P-3 $100	NECs: 3307, 3308, 3314, 3315, 3316, 3322, 3323, 3324, 3331, 3332, 3338, 3339, 3351, 3353, 3354, 3355, 3356

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 19—Extends regulations relating to the right of naval personnel to special pay for diving duty.

No. 20—Quotes report of Committee on Equal Opportunity and states Department of Defense policy with respect to off-base discrimination.

Instructions

No. 1020. 11B—Cites the policy and instructions for providing clothing for certain Naval Reserve enlisted personnel.

No. 1120.33B—Invites applications from permanently commissioned officers of the Regular Navy, temporary limited duty officers and USNR officers for transfer between the unrestricted line and restricted line of the Regular Navy.

No. 1300.26C — Constitutes a statement concerning overseas tour lengths, policies on Navy personnel rotation and policies concerning overseas movement of dependents of Navy personnel serving in overseas commands and activities.

No. 1510.69G—Solicits applications and outlines eligibility requirements and procedures whereby enlisted personnel may apply for assignment to the Navy Enlisted Scientific Education Program, leading to a commission in the Regular Navy.

No. 5390.2B—Offers information concerning Leadership Support (methods and materials) provided by the Chief of Naval Personnel and prescribes action to be taken to achieve the objectives of General Order 21.

No. 7312.5B—Expands existing procedures to identify and classify additional elements of permanent change of station travel costs of Navy personnel.

Notices

No. 5321 (2 July) — Discussed the need for review and revision of Military Personnel Manpower Authorization (NavPers 576).

No. 1306 (3 July)—Announced new normal shore tour lengths for certain rates and incorporated new shore tour completion dates into the Manpower Information system.

No. 1520 (3 July)—Announced the selection of officer applicants for submarine training at Submarine School, Groton, Conn.

No. 7220 (8 July)—Emphasized the need for careful interpretation of regulations pertaining to temporary duty and entitlements to per diem payment as a result.

No. 1020 (12 July)—Described recently approved changes concerning the Navy and Marine parachutist insignia.

No. 6100 (15 July)—Announced the U. S. Junior Chamber of Commerce Physical Fitness Leadership recognition program, and encouraged nomination of personnel connected with the military services.

No. 1440 (22 July)—Announced a change in the Navy Enlisted Rating structure and the establishment of the Aviation Maintenance Administrationman (AZ) general rating.

No. 1130.4G Change Transmittal (23 July)—Revised the list of open rates in BuPers Inst. 1130.4G, which is concerned with enlistment in the Regular Navy of Naval Reserve personnel serving on active duty.

No. 1300 (24 July) — Solicited volunteers to participate in the Navy's support of the U. S. Antarctic program in 1964-65.

THE WORD

Frank, Authentic Advance Information On Policy——Straight from Headquarters

• **SEA DUTY EXTENSION** — Why haven't I been transferred ashore?

Seavey rotation planners in the Bureau of Naval Personnel are asked this question more and more these days by men completing overseas tours. Many Navymen don't understand why they receive 14-month extensions on sea duty.

Insufficient obligated service is usually the reason.

You are normally considered for assignment ashore four months before scheduled rotation date. Those on overseas tours, and on each new Seavey segment, must have at least one year of obligated service from the month of tour expiration to be eligible for transfer.

If the required obligated service is not indicated at that time, a 14-month extension on sea duty is applied, and reassignment in a sea duty status may be made.

Once the extension is effected, the sea tour will not change—even if additional obligated service is later acquired.

• **NEC CODES** — Recent changes to the Navy Enlisted Classification coding system are incorporated in a new *NEC Manual*, NavPers 15105-E, which should now be on the shelves of all ship and station personnel offices.

Major revisions to NEC coding policies, as spelled out in the new manual, include a requirement that all paygrade E-3 men not identified as strikers be assigned "trainee" codes. Such codes, appropriate to individual paths of advancement, must be assigned all non-designated personnel before they can be recommended for advancement to pay grade E-4.

In addition, commands are instructed to make sure that billets requiring special skills are properly coded, and that manpower authorizations are reviewed and any NEC recommendations concerning allowances and complements are promptly forwarded to the Chief of Naval Personnel.

Advance word on the new manual, along with a complete list of NEC changes and coding procedures, is contained in BuPers Notice 1221 of 7 Jun 1963.

• **WANT CLASS "B" SCHOOL?** — How does a man at sea get a "B" school other than through the STAR and SCORE programs?

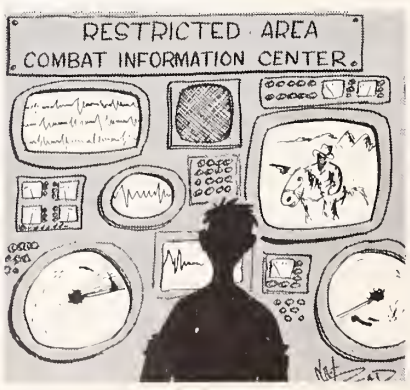
Normally, BuPers assigns men to a "B" school upon the completion of shore duty and before they report for a tour of sea duty. By using this method the ships at sea are assured of stability and the Navy saves manpower and funds. It is quite obvious what might happen if this procedure were changed; anyone not liking his tour of sea duty would only have to ask for a "B" school.

Occasionally when men are ordered ashore, if they request a school on Seavey, and the requirements of the shore assignment demand it, the school will be granted. However, the bulk of training occurs when the movement from shore to sea (Shorvey) takes place. This procedure insures that well-qualified personnel, equipped with the latest and most up-to-date training in their rates, are ordered to duty with the Fleet.

As a reenlistment incentive, and under certain conditions, a man can be guaranteed an assignment to school upon his reenlistment. Article 12.8 of the *Enlisted Transfer Manual* gives all the information.

So, if the man who asked the question in the first paragraph is nearing his expiration of enlistment and desires school training, he should contact his personnel officer for the necessary information and guidance. Requests must reach the Chief of Naval Personnel through the chain of command three months before reenlistment.

All-Navy Cartoon Contest
ENS Nat B. Read, USNR



• **SHORE TOUR LENGTHS INCREASED** — Navymen in 35 rates making up eight different ratings will be spending longer tours ashore in the future, following a change in normal shore tour lengths.

The increased shore tour lengths, outlined in BuPers Notice 1306 of 3 Jul 1963, are the result of an analysis of sea/shore billet ratios, predicted requirements, personnel strength, and other factors bearing on sea/shore rotation. The analysis shows that to achieve an average sea tour of 36 months for men in the rates in question, the longer shore tour is necessary.

A future change to the *Enlisted Transfer Manual* (NavPers 15909A) will reflect the new tour lengths.

Here are the rates affected. Tour lengths for men in pay grades E-8 and E-9 are the same as those shown for E-7 unless listed separately.

Rate	Tour Length Old	New
ADCM, ADCS, ADJC, ADJ1	42	48
ADJ2, ADJ3, ADJAN	36	42
ADRC, ADR1, ADR2, ADR3, ADRAN	36	42
AQC, AQ1, AQ2	36	42
AQ3, AQAN	24	36
AEC, AE1	36	42
AMC, AM1, AM2, AM3, AMAN	36	42
PRC	42	48
AKC	42	48
AK1, AK2, AK3, AKAN	36	42
PTC, PT1, PT2, PT3, PTAN	24	30

• **REENLISTMENT** — A government agency recently took a look at service records of men and women in the armed services who had been reenlisted and later discharged because of substandard behavior and performance. The Chief of Naval Personnel then examined the records of Navy men and women involved in the survey and found that many had poor records when they were reenlisted.

To make sure the criteria for reenlistment are met in the future, a large number of service records of reenlisted personnel will be regularly examined by the Bureau of Naval Personnel. Navy men and women who wish to reenlist must make sure

that their service records reflect high military and professional standards.

One common mistake has been the failure to record military behavior and performance through a memorandum entry on page nine of the service record after disciplinary action has been taken.

If this omission is overlooked at evaluation time, the performance and behavior average is distorted, permitting an undeserved recommendation for reenlistment. Because a recommendation is usually taken at face value without the benefit of the person's service record, it must be based on accurate information.

Article C-7821 of *BuPers Manual* gives the minimum standards for reenlistment. Commanding officers are to review this article plus Article C-1403 and BuPers Instructions 1910.11E and 1133.3E to ensure that all reenlistment requirements are met.

This information has been published in BuPers Notice 1133 of 31 May 1963.

• **GOLD PARACHUTIST INSIGNIA** —If you are a qualified parachutist and wear the silver parachutist breast insignia, you can change it for a new, distinctive Navy and Marine Corps insignia if you satisfy a few requirements.

"The new insignia is gold, and slightly larger than the silver one. It is similar to the insignia worn by Naval Aviators, except that a gold-colored open parachute is centered on the wings instead of the shield and foul anchor.

To qualify for the gold insignia you must:

• Previously qualify for the silver insignia by completing formal parachutist training at an Armed Services installation.

• Complete a minimum of five additional parachute jumps, under competent orders, with a Navy or Marine Corps organization whose mission includes parachute jumping.

• Not have your right to wear such insignia specifically revoked.

• Have an appropriate entry made in your service record, verifying that the first two requirements listed above have been met.

The silver insignia has been renamed the "basic parachutist insignia," but the qualifications and manner of wearing it have not changed.

Those who qualify for the new Navy and Marine Corps insignia must wear it in lieu of the basic silver insignia. The new insignia may be worn in the form of either a metal pin or a gold-embroidered patch. Both should be available soon in Navy and Marine Corps exchanges.

Detailed changes to *Uniform Regulations, 1959,* Articles 0157 and 0656, and *BuPers Manual,* Article C-7405, regarding the wearing of this new insignia, will be forthcoming. Meanwhile, BuPers Notice 1020 of 12 July 1963 serves as the authority. Questions arising before promulgation of the detailed changes should be directed to the Chief of Naval Personnel.

• **TRAVEL CHANGES** — New expense reimbursement procedures which may affect the pocketbooks of traveling Navymen have been announced in Change 125 to *Joint Travel Regulations.*

In general, the change:

• Provides regulations governing Actual Expense Allowances authorized by recent congressional action.

• Does away with the prohibition against advance mileage payments in connection with land travel to a home of record outside the United States.

• Provides a revised, up-to-date listing of all areas which are authorized station and travel per diem allowances.

Chapter 4 of JTR was rewritten to include Actual Expense Allowances, entitlement to which became effective on 1 Mar 1963. The AEAs provide reimbursement for food and lodging expenses, and for other expenses actually incurred in connection with official travel and temporary duty within the United States.

This expense allowance is authorized only in cases when normal per diem allowances do not suffice. Per diem allowances will not be paid when the AEAs are authorized.

Maximum AEAs are determined before travel is performed and, if expenses are less than the amount authorized, the traveler will be reimbursed only for those actually encountered.

Vouchers on which claims are made for reimbursement must itemize the expenses on a daily basis. (Receipts are required for lodging.)

Effective 1 Apr 1963, travel and transportation allowances may be paid in advance, except in connection with travel to a "final" home of selection for retirement or discharge. However, advance transportation allowances for dependents are not authorized, nor is advance payment for movement of household goods or advance dislocation allowances.

• **NESEP DEADLINE**—You are invited to apply for the Navy Enlisted Scientific Education Program if you are a petty officer, 21 but not 25 years of age and are otherwise qualified as outlined in BuPers Instruction 1510.69G.

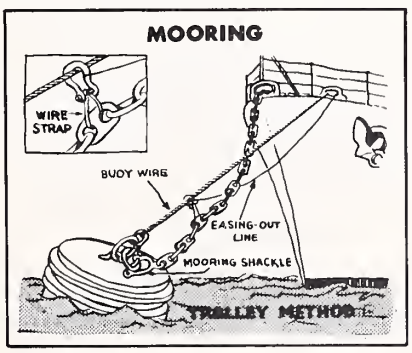
The deadline is 15 September. By this date your commanding officer will request examination from the Naval Examining Center for each applicant by name, rate and serial number. Your letter application must reach Chief of Naval Personnel not later than 1 Nov 1963.

Annually the Chief of Naval Personnel invites petty officers to apply for NESEP, a program which provides four continuous years of college education in 22 of this nation's finest universities. Majors are available in over 10 scientific and engineering subjects. The largest number of majors are in electrical, mechanical and aeronautical engineering, physics and mathematics.

NESEP students may be married or single. The Navy pays for tuition, books and fees. Each student draws the pay and allowances of his rate and will be eligible for advancement in rating in accordance with established procedures. On graduation, students are transferred to Officer Candidate School and, on completion, are commissioned Ensign, USN, Unrestricted Line.

NESEP is a program of high standards, but the rewards for those who succeed are sizable: A college education, a U. S. Navy commission, and a career in the Navy. If you are interested, check BuPers Inst. 1510.69G for complete details.

Grains of Salt—



THE BULLETIN BOARD

Here Are Pointers to Check When You Make Your Next Move

MOVING DAY for yourself and family, even under the best of circumstances, can be a pretty traumatic experience. If things don't go well, it can be worse—much worse.

However, Navymen have one wonderful advantage over most people. They have at their disposal a large, well trained organization whose primary duty is to help naval personnel to pick up car, furniture and family and go from one place to another.

This is the Household Goods Branch of the Transportation Division of the Bureau of Supplies and Accounts. In any one year, these people will help move approximately 220,000 tons of household goods, 16,000 autos and vehicles and 2000 house trailers for about 90,000 Navy families.

This is big business. Through the years, BuSandA has learned the hard way the best and most efficient way to move a family almost anywhere. Since it makes their job easier, they are eager to pass on to you the results of their experience. The official word may be found in NavSandA Publication No. 380, and the basic pointers may be found below.

• What to do when you receive orders?

First things first—contact your nearest Household Goods Shipping Office.

Based on your travel orders, interviewers will explain how much you are entitled to ship or store and will give you detailed information which will help solve your individual problems.

To get the best information on your special moving needs, you should visit the shipping office personally if at all possible.

If you can't do this, write or phone the nearest office and you will be given the necessary forms and information.

Be sure to give the shipping activity a realistic date and time for packing and pickup of your household goods, as well as a preferred arrival date at your destination.

Four copies of your orders (one of which must be certified) are required for EACH shipment. Example: If a part of your household goods will be sent by express, a part by other means of transportation, and the remainder to non-temporary storage, a total of 12 copies (including three certified copies) are required. Be sure to have sufficient copies of your orders.

An interviewer at the household goods shipping office will fill out an *Application for Shipment of Household Goods*, also referred to as DD Form 1299—based on the information you give. Be prepared to tell the interviewer what you want shipped, when and where. Be sure this information is correctly shown on the form or worksheet before signing. An error here can cost you money and delay your shipment.

Because you may not always be able to make personal arrangements, your wife, or other agent, is empowered to act for you, IF this person has your written authority. You may use either a simple letter signed by you or a formal power of attorney, as you wish. Remember shipping rights belong only to you, the Navy member.

You may ship a "weight allowance" of household goods based on your rank. Shipment may be made by petty officers, third class (with over four years of service) and above.

Weights are non-packed or non-crated weights and are referred to as "net weights." Allowances over and above these net weights are made for packing.

The Navy can pay only up to authorized weight allowances. Where moves weigh more than authorized allowances, the excess above the allowance is charged to you. Check carefully and dispose of all articles worn out or no longer needed.

Here are some of the questions you should ask yourself:

• What shouldn't I ship?

Don't ship: Broken furniture; no longer needed clothing; old books, papers, or magazines; worn out, inoperable appliances; broken toys, etc.; anything else no longer needed. Moving time is a good time to clean out the attic.

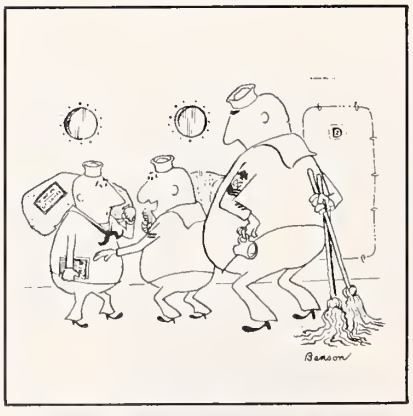
• What won't the government ship as household goods?

It won't ship: Automobiles or other motor vehicles; trailers, with or without other property; boats or outboard motors; alcoholic beverages; animals and birds; perishable foodstuffs and plants; dangerous materials such as loaded firearms, ammunition, photo flash bulbs, flammables and acids; groceries and provisions other than those for consumption in your own home; articles acquired after the effective date of orders except when specifically authorized by BuSandA for shipment overseas; and articles intended directly or indirectly for persons other than you and your immediate family, or articles for sale.

• What about our silver, jewelry and other valuables?

These items are referred to as "articles of extraordinary value" and include such items as precious jewels, jewelry, articles of gold and silver, paintings, authentic oriental rugs, relics, antiques other than bulky furnishings, etc. They deserve special handling and should not be

All-Navy Cartoon Contest
Robert J. Benson, DMSA, USN



"I wonder who keeps this ship so sparkling clean!"

shipped routinely with household goods.

Tell the transportation officer of the quantity and value of these articles and he will arrange for their shipment to provide maximum security. The Government will assume the cost of this shipment if it is within your weight allowance.

One of the advantages of this type of shipment, in addition to greater security, is that it affords you an opportunity to obtain, at your own expense, protection for your valuables above the limited protection automatically provided, and without the necessity for insuring your household effects shipped by ordinary means.

This may be important to you if your belongings include extremely valuable items, inasmuch as there are maximum allowance provisions applied to uninsured items of this nature in the adjudication of claims under the Navy Personnel Claims Regulations. Be sure to discuss with the interviewer at the Household Goods Shipping Office, the handling of these articles and the insurance aspects, including the Navy Personnel Claims Regulations.

- *May I ship professional books, equipment and papers?*

If they're needed in the performance of your duties, you can have them shipped without being charged against your authorized weight allowance. Be sure the estimated weight is shown on your application for transportation of household goods. Before the packers arrive at your house, set these items apart from your other goods. When the packers arrive be sure they pack, mark and weigh them separately.

- *What if my move is to government quarters?*

Be sure to find out exactly what furniture and appliances will be provided before you ship your household goods. Items not needed at your next duty station can usually be placed in storage at origin at Navy expense. Careful attention to this matter will save both wear and tear on your furniture and save taxpayers dollars.

Note: All household goods shipping activities can give you general information on housing conditions overseas. Such information may be provided with your orders. But the best source is the commanding officer or his representative at your next duty station. You will be required to use any household goods which are shipped to your next duty station overseas.

- *When and where can shipments be made?*

You can ship when you receive your orders.

"Where" depends on orders. Your interviewer will advise and assist you in explaining what your rights are. Don't hesitate to ask questions about shipment and storage.

Before you talk with the interviewer it's a help to know such things as the quarters situation at your next duty point, the climate, electrical current and other pertinent local information.

- *How will my household goods be shipped?*

This depends on when you require your goods at your new station. If your household goods are to be shipped uncrated, you are permitted to state a preference for use or non-use of the carrier that will handle your shipment.

However, the transportation office is bound by certain regulations and may be unable to honor this preference. Requests for non-use of specific carriers that have given you unsatisfactory moves will be honored by the transportation officer if another carrier is available to move the shipment at the same overall cost to the government. The best available transportation will be used to get your goods there when needed.

WAY BACK WHEN

Bear Meets Her End

A Navy and Coast Guard ship from a bygone era, the old USS Bear went to the bottom of the North Atlantic recently while on her way to Philadelphia to become a commercial museum and restaurant.

USS Bear first became well known during the 1880s when she was sent to the Arctic to search for the Greely expedition, which became stranded in the Arctic winter without adequate food or clothing.

Bear sighted what was left of the party within two months. They had survived on rock moss, leather sledding equipment and small game. Many had died of privation or gone mad. The survivors were walking skeletons.

Not long after the rescue, Bear was declared unfit for further service in the Navy and transferred to the Treasury Department to begin a long career on the Alaskan Coast Guard Patrol.



Technically, Bear joined the Navy again in 1917, when the United States entered World War I. However, she remained in Alaskan waters, where she had helped enforce the law and dispense justice to the brawling territory during her Coast Guard days.

In 1929 Bear was decommissioned and turned over to the city of Oakland, Calif., to be used as a maritime museum. It was at this time she was used in the filming of Jack London's "Sea Wolf."

In the early 1930s, Admiral Richard E. Byrd was looking for a vessel, suitable for operating in ice, for his second Antarctic expedition. Bear answered the purpose and was purchased from Oakland for the incredibly low price of $1050.

Refitted, Bear sailed in September 1933 for the Bay of Whales and Little America under the command of LTJG Robert A. J. English. The expedition lasted until 1935.

During World War II, shortly after her return from the 1939-1941 Byrd expedition to Antarctica, Bear was assigned to the Greenland Patrol to serve until she was decommissioned in May 1944.

She was purchased by a commercial firm in 1948 for use as a sealing ship, but the bottom dropped out of the market and the old ship was left to rot on the beach in Nova Scotia. This was where she was purchased for use in Philadelphia.

In the North Atlantic, as she was being towed toward her new home, old age and a vicious North Atlantic storm accomplished what polar ice and snow could not do. Bear went to a grave she couldn't have chosen better had she been able to do so.

Be sure to give the interviewer a realistic "PAD" – Preferred Arrival Date. It is just as bad to have your goods arrive too early as too late. Early arrival of household goods means extra handling in and out of a storage location and this unnecessarily increases the chance of damage. Also, this is a more costly operation to you as a taxpayer.

• *Can I request expedited shipments?*

Expedited modes of transportation can be used only for items of extraordinary value and those things that are needed at home right up to moving time and also will be needed temporarily at your new duty station until you are resettled.

• *What services will be provided by the Navy?*

Appliance servicing; inventorying; packing; pick-up from residence; crating; storing; shipping; delivery to residence; uncrating; unpacking and removal of trash and debris after packing and unpacking.

• *Do I do the packing?*

No, you don't, but you can help by checking on some duties of the movers.

When your goods are packed, the mover must:

• Use new or used boxes and cartons in good condition and mark the general contents on each.

• Tag or mark each container or loose item with the item number and lot number shown on the inventory list.

• Pack large mirrors, glass tops, large glass-faced pictures, etc., in a crate or reinforced carton.

• Place mattresses in cartons.

• Use a clean type or other modern method (not requiring the use of excelsior or shredded paper).

• At time of loading, wrap in furniture pads, covers, burlaps, or other suitable wrappers, articles having surfaces liable to damage by scratching, marring, or chafing.

• *How about unpacking?*

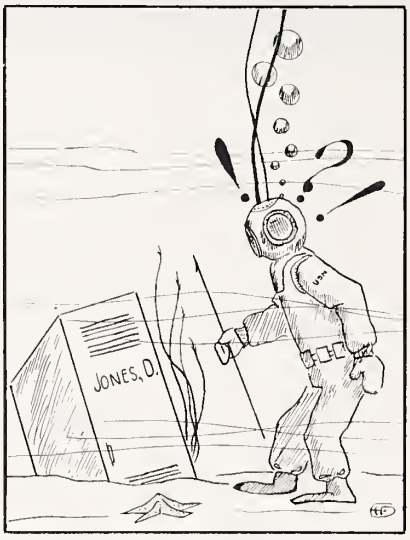
When your goods are unpacked, the movers must:

• Place your goods in any room you want them, but be only required to make one placement.

• Check off all items delivered against the inventory.

• Unpack all items from containers.

All-Navy Cartoon Contest
Frederic W. Donour, Jr., PC3, USN



• Record all loss or damage found during the unpacking process.

If any problems or questions arise, don't argue with the movers. Call the nearest Household Goods Shipping Office.

• *Should I make an inventory?*

You can, but it isn't necessary. The movers will make an inventory of furniture, boxes and barrels, and give you a signed, legible copy as a receipt.

You should be sure, however, that the inventory reflects the true condition of the property. General terms such as "marred," "scratched," "soiled," "worn," "gouged" and the like should not be used unless the specific location of the damage and extent of the defect is also indicated. For example: "right front leg, chipped," "three-inch scratch in center of table top," "two-inch tear in covering of left arm."

Call the nearest household goods shipping office in case of disagreement. Make sure the number of boxes, barrels, crates, etc., furnished by the mover agrees with the number he lists on the Statement of Accessorial Services Performed (DD Form 619), which he will also ask you to sign.

Do not sign a blank form or a form that has been filled out for more services than the mover has actually performed in packing your household goods.

• *Service to appliances – what is my responsibility?*

Before the arrival of packers you are responsible for: Removing and dismantling television antenna; defrosting, cleaning and emptying the refrigerator and deep freeze unit; disconnecting appliances (including necessary plumbing, electrical, and carpenter service).

The government provides preparation of appliances at origin so that they will safely withstand handling, movement and storage; reversing the procedure at destination. This does not include connecting or disconnecting services.

You should be prepared to furnish the household goods interviewer with a list of appliances by manufacturer, year, and type model.

Delivery to your new home can be arranged by merely calling the household goods shipping office nearest your new station when you get there.

If your goods have not arrived, this office will follow up on your shipment for you.

Give as much advance notice as possible for delivery, especially during the busy summer moving season.

• *What is the moving company's responsibility for my goods?*

The moving company which moved your goods is responsible only at the per-pound rate stated in his contract. Generally, this amounts to $.30 a pound for each article in motor van and freight forwarder shipments; to $.10 a pound in the case of rail or motor freight and up to $.50 a pound for express. Example: Your chair which was shipped by motor van weighs 10 pounds. Suppose it is damaged to the extent that it cost $10.00 to repair. Since the moving company contract calls for him to pay only .30 a pound, the maximum he is required to allow for repairs to the chair is $3.00.

If the carrier has been asked to accept cartons packed by the owner, he cannot be expected to become responsible for damage to their contents.

• *What are my benefits from the government in the event of loss?*

The Navy is authorized to reimburse you for loss or damage not otherwise compensable to the extent of $6500. This is a statutory limitation applicable to each claim. If you have more than one authorized shipment in connection with your move, and losses occur in each shipment

from unrelated causes, greater coverage will result as the claims are considered separately.

Normally, you will not be reimbursed for loss of items which should not have been included in the shipment or for articles of extraordinary value which have not been afforded proper security.

If you have any questions regarding the protection of your property, consult your household goods shipping officer.

• *What about additional insurance?*

This is a decision that you alone should make. In considering the desirability of taking out commercial insurance there are two factors you should take into consideration.

If you have no items of extraordinary value and your entire shipment of household goods is by ordinary means, you may want commercial insurance if your goods are valued at more than $6500. In this case you may desire to obtain insurance only for the difference between your valuation and the $6500 protection which is provided by the government to obtain essentially complete coverage.

If you have two shipments, that is, one by ordinary means and one by expeditious means you should consider the following factors in regard to your expeditious shipment: The Government does not provide automatic protection up to $6500 for items of extraordinary value because of the maximum allowance it applies to uninsured items of this nature. If you want full protection for that shipment it is necessary that the full value of the articles be declared to the transportation company and that you bear any additional costs above the minimum rate to obtain this protection. When this has been done and you suffer damage or loss you are protected either by the coverage you have purchased, or, if for any reason the carrier denies liability in whole or in part, by the Government up to the $6500 maximum.

Be careful to place a true valuation on your property. Remember, the Government and, usually, the insurance company or carrier, will not pay more for an item than its depreciated value at time of loss or damage; and, your combined recovery cannot exceed this value. Under normal circumstances, neither the Government nor an insurance company will pay full replacement value.

Weight Allowance Table

Below is a table of new weight allowances (pounds) for service and grade at time of effective date of orders.

Rank/Rate	Temporary Duty	Permanent Duty
Admiral	2000	24,000*
Vice Admiral	1500	18,000*
Rear Admiral (upper half)	1000	14,500*
Rear Admiral (lower half)	1000	12,000*
Captain	800	11,000
Commander	800	10,000
Lt. Commander and Warrant Officer (W-4)	800	9,500
Lt. and Warrant Officer (W-3)	600	8,500
Lt(jg) and Warrant Officer (W-2)	600	7,500
Ens. and Warrant Officer (W-1)	600	7,000
Enlisted Personnel		
E-9 Master Chief Petty Officer	600	7,000
E-8 Senior Chief Petty Officer	500	6,500
E-7 Chief Petty Officer	400	6,000
E-6 Petty Officer, First Class	400	5,500
E-5 Petty Officer, Second Class	400	5,000
E-4 Petty Officer Third Class (with over 4 years' service)	400	4,500
Aviation Cadet	400	400

*Currently limited to 11,000 pounds by appropriation act rider.

• *How can I help the Navy in this move?*

The Navy insists that the carrier which moves your goods render you a high quality service. Business awarded a carrier in the future depends on his performance on each shipment. There are many things about a carrier's service that only you, the owner, can observe. It is therefore important that you complete the evaluation form which you will be given and return it to household goods office at origin after your goods have been delivered.

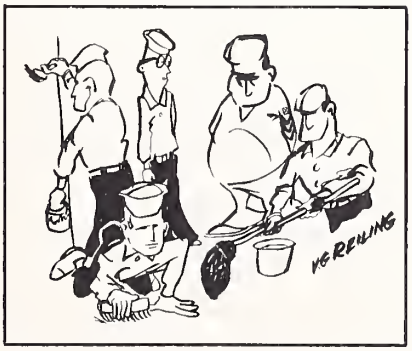
• *What about loss or damage?*

Your best friend in this case is the household goods shipping officer. Get in touch with him promptly. He will provide you with the proper forms, a written instruction pamphlet, advice, and whenever possible, an inspector to check the damage.

A claim may be filed against the Government, the carrier and/or your insurance company at the same time. However, this may prove unnecessary if the carrier repairs or replaces the damaged item, or pays you. If you discover damage or loss at the time of delivery, note the facts on the bill of lading and inventory which the delivering agent will ask you to sign.

Do not refuse to sign the Government bill of lading because the goods are received in a damaged condition or when a portion of the shipment is missing. But, before you sign the bill of lading, be sure to make a notation on the reverse side indicating the type and extent of loss or damage.

All-Navy Cartoon Contest
ENS Victor G. Reiling, Jr., USN



"Excuse me. Who is in charge here?"

AUTOMOBILES

• *What is involved in shipping my automobile?*

Early submission of the application for shipment of your automobile will assist in moving it as soon as possible after it reaches the port shipping activity.

• *What happens when a privately owned vehicle is shipped?*

If you have permanent change of station orders from or to overseas, you may ship your automobile between duty stations. Land transportation to or from a port is not authorized. You or your designated agent must deliver your automobile to the port shipping authority authorized to serve your new duty station. If delivery is made by your agent, be sure he has your written authority to do so.

As soon as the selected port activ-

ity receives your application, they will send you delivery instructions.

Although the loading port will carry out most of the details necessary to prepare your car for shipment, you should make sure before you deliver it that:

Motor is in good operating condition; windshield wipers are operating; brakes (floor and hand) are adequate and in good operating condition; all lights are operative and properly adjusted; horn is operative; exhaust system is in sound condition; all glass (head lamps, rear lamps, windshield, and windows) is unbroken and free from cracks; body and fenders are free from breaks and tears; battery is fully charged; cooling system contains sufficient antifreeze to prevent freezing in transit; and vehicle is thoroughly cleaned and the surface or undercarriage does not contain any foreign matter which might harbor insect pests.

Before delivery of your vehicle to the port, remove items easily stored or damaged, such as hubcaps, tools, or similar items and pack them in a substantial box and store in vehicle. The box should be marked to show owner's name, grade/rate or rank, file or service number, and destination.

The port shipping activity will: Inspect your vehicle when you deliver it; note its condition in your presence; drain the gasoline tank; disconnect the battery; and load it aboard ship.

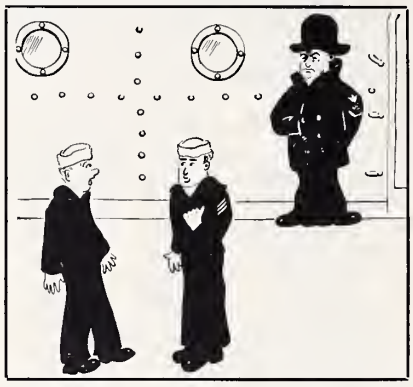
The Government can ship only one vehicle for you. In general this includes passenger-carrying jeeps or pickup trucks, automobiles, motorcycles, motor scooters, and motor bikes.

Trailers, vehicles to be used for commercial purposes, airplanes, or boats will not be shipped.

You should furnish the destination port your overseas address as soon as possible so they can notify you when your vehicle arrives. When you pick it up they will: Put enough gasoline in the tank for you to get to a gas station; connect the battery; and make a joint inspection with you to note the condition after receipt.

Any damage incurred between the time you turned the car over to the port shipping activity and the time you receive the car at port receiving activity should be determined carefully by reference to the condition sheet given you after inspection at the port shipping activity.

All-Novy Cortoon Contest
Rufo L. Poblete, Jr., YN1, USN



"Leodership school has gone to his heod."

• *What other paper work is involved?*

Because overseas regulations and prohibitions vary on entry restrictions, licensing requirements, resale laws, and special equipment requirements, it is best to check on the latest information by writing your overseas commander as soon as possible after you know where you will be going. For example, some areas prohibit the importation of expensive or flashy cars.

You must submit a request on a Motor Vehicle Shipment Application (DD Form 828) which will be provided by your household goods shipping officer. Two copies of your orders, one of which must be certified, must accompany this form to the port shipping activity which will be shipping your car.

• *What about pets?*

Pets are not considered part of your household goods. Information on shipment of pets to, from, or between overseas points can be furnished by the cognizant Navy passenger transportation office. For detailed information see NavPers 15842-B (Overseas Transportation Information for Navy Dependents).

• *Am I entitled to Hold Baggage?*

Generally, most ships restrict cabin luggage to hand luggage needed for the voyage. Weights and limitations are contained in NavPers 15842-B. You are authorized additional "hold baggage" which will accompany you on the same ship on which you travel. If shipment to or from the port is arranged by a household goods shipping office, it will count against your household goods weight allowance.

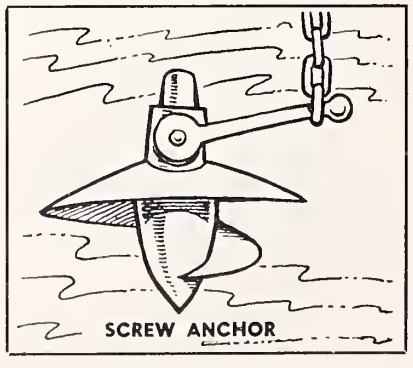
• *What about moving my trailer?*

If you have authority to ship household goods and you wish to ship a mobile home you have two alternatives. You may tow the trailer yourself, or ship the trailer on a Government bill of lading.

In the first instance you will receive monetary allowance. In the second instance, the Government will pay the total charges and you will be checked for certain maximum unallowable charges including costs above an established maximum allowance. Generally, you cannot make a shipment of household goods and receive a trailer allowance at the same time. Before you acquire or move a mobile home talk to your transportation officer regarding the intricate provisions of the law.

Summary—So there are the facts. Your nearest household goods shipping officer will provide additional information and arrange for your movement of household goods, auto and trailer.

Grains of Salt—



Fast Drivers Still Take Highway Toll

Nearly nine out of every 10 casualties on the nation's highways in the past year were caused by human error and lack of judgment. And the speedster still ranks as the Number One killer on the road.

Of the 40,500 persons who lost their lives in traffic accidents last year, 32,300 died in accidents caused by driver error and traffic law violations. Moreover, nearly 3,000,000 persons were injured in auto mishaps blamed on drivers' mistakes.

The fast driver continued to be the greatest menace on the highways. Nearly 13,000 deaths and more than 1,145,000 injuries were directly attributable to excessive speeding.

Young drivers in 1962 had the worst performance record of any age group. Drivers under 25 years of age comprise only about 15 per cent of all licensed drivers in the United States. Yet they are involved in nearly 29 per cent of all fatal accidents.

These and other grim reminders were disclosed in an annual report.

List of New Motion Pictures and TV Series Available To Ships and Overseas Bases

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Two one-hour TV shows are packaged for a 108-minute program, but may be shown only aboard ship. TV series available for selection are: *Target — The Corruptors* (Melodrama) and *Rawhide* (Western).

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The Fighting O'Flynn's (2287): Melodrama; Patricia Medina, Helena Carter (Re-Issue).

Miss Grant Takes Richmond (2288): Drama; Lucille Ball, William Holden (Re-Issue).

Tomahawk (2289): Action Drama; Van Heflin, Yvonne De Carlo (Re-Issue).

Paranoiac (2290) (WS): Mystery Drama; Janette Scott, Oliver Reed.

Five Miles to Midnight (2291): Drama; Sophia Loren, Anthony Perkins.

Diary of a Madman (2292) (C) (WS): Melodrama; Vincent Price, Nancy Kovack.

David and Lisa (2293): Drama; Keir Dullea, Janet Margolin.

The Lady Gambles (2294): Melodrama; Barbara Stanwyck, Robert Preston (Re-Issue).

Gentlemen Prefer Blondes (2295): Drama; Marilyn Monroe, Jane Russell (Re-Issue).

Mister 880 (2296): Drama; Dorothy McGuire, Burt Lancaster (Re-Issue).

The Gal Who Took The West (2297): Melodrama; Yvonne DeCarlo, Scott Brady (Re-Issue).

Rage of the Buccaneers (2298) (C) (WS): Action Drama; Ricardo Montalban, Vincent Price.

Rififi in Tokyo (2299): Suspense Drama; Karl Boehm, Barbara Lass.

California (2300): Action Drama; Jock Mahoney, Faith Domergue.

Tammy and the Doctor (2301) (C): Comedy Drama; Sandra Dee, Peter Fonda.

Deadline U.S.A. (2302): Drama; Humphrey Bogart, Ethel Barrymore (Re-Issue).

Stars and Stripes Forever (2303): Drama; Clifton Webb, Debra Paget (Re-Issue).

Rawhide (2304): Action Drama; Tyrone Power, Susan Hayward (Re-Issue).

Sailor of the King (2305): Drama; Jeffrey Hunter, Michael Rennie (Re-Issue).

Day of the Triffids (2306) (C) (WS): Science Fiction; Howard Keel, Nicole Maurey.

The Ugly American (2307) (C): Drama; Marlon Brando, Sandra Church.

The Break (2308): Suspense Drama; Tony Britton, William Lucas.

The Passion of Slow Fire (2309): Drama; Jean DeSailly, Alexandra Stewart.

Walk A Crooked Mile (2310): Drama; Louis Hayward, Dennis O'Keefe (Re-Issue).

White Witch Doctor (2311): Melodrama; Robert Mitchum, Susan Hayward (Re-Issue).

In A Lonely Place (2312): Melodrama; Humphrey Bogart, Gloria Graham (Re-Issue).

State Secret (2313): Melodrama; Douglas Fairbanks, Jr., Glynis Johns (Re-Issue).

The Longest Day (2314) (WS): War Drama; All Star Cast.

The Stripper (2315) (WS): Drama; Joanne Woodward, Richard Beymer.

Follow the Boys (2316) (C) (WS): Musical Drama; Connie Francis, Russ Tamblyn.

Dame With A Halo (2317): Drama; Barbara Luna, Rafael Lopez.

The Snows of Kilimanjaro (2318): Drama; Susan Hayward, Gregory Peck (Re-Issue).

Titanic (2319): Drama; Clifton Webb, Barbara Stanwyck (Re-Issue).

Phone Call From A Stranger (2320): Drama; Shelley Winters, Michael Rennie (Re-Issue).

It Happens Every Spring (2321): Melodrama; Ray Milland, Jean Peters (Re-Issue).

Television

5318: TV-1 *Target—The Corruptors*—Poppy Vendor. TV-2 *Rawhide*—Immigrants.

5319: TV-1 *Target—The Corruptors*—Fortress of Despair. TV-2 *Rawhide*—Grandmam's Money.

5320: TV-1 *Target—The Corruptors*—The Wreckers. TV-2 *Rawhide*—Reunion.

5321: TV-1 *Target—The Corruptors*—Megalomania. TV-2 *Rawhide*—House of the Hunter.

5322: TV-1 *Target—The Corruptors*—Nobody Gets Hurt. TV-2 *Rawhide*—Wager on Payday.

5323: TV-1 *Target—The Corruptors*—Pier 60. TV-2 *Rawhide*—Captain's Wife.

5324: TV-1 *Target—The Corruptors*—Platinum. TV-2 *Rawhide*—Gold Fever.

5325: TV-1 *Target—The Corruptors*—To Wear A Badge. TV-2 *Rawhide*—Child Woman.

5326: TV-1 *Target—The Corruptors*—One For The Road. TV-2 *Rawhide*—Woman's Place.

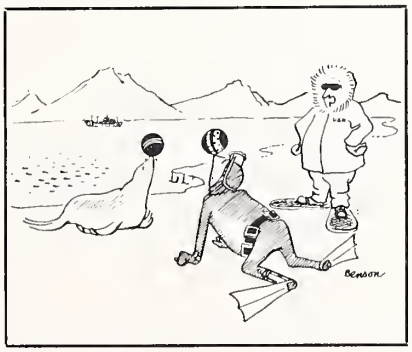
5327: TV-1 *Target—The Corruptors*—The Malignant Hearts. TV-2 *Rawhide*—Peddler.

5328: TV-1 *Target—The Corruptors*—Chase the Dragon. TV-2 *Rawhide*—Deserters' Patrol.

5329: TV-1 *Target—The Corruptors*—Touch of Evil. TV-2 *Rawhide*—Gentleman's Gentleman.

5330: TV-1 *Target—The Corruptors*—The Blind Goddess. TV-2 *Rawhide*—Woman Trap.

All-Navy Cartoon Contest
Robert J. Benson, DMSA, USN



"You SEAL team guys take your job too seriously!"

Directive States Policy on Military Participation in Civil Rights Demonstrations

A directive has been issued to all the armed services stating the Department of Defense policy with regard to participation of military personnel in civil rights demonstrations.

The directive states: "While Congress is considering legislation to end the injustices which originated these demonstrations, and this Department is implementing the recommendations of the President's Committee on Equal Opportunity in the Armed Forces relating to off-base discrimination, it is highly inappropriate and unnecessary for military personnel, with their special obligations of citizenship, to participate in these activities."

The directive points out that "the requirement for troop commanders to maintain order and discipline within their commands, so as to achieve maximum readiness for military operations, is necessarily paramount over the right of the individual to participate in non-military activities."

In accordance with this policy, military personnel may not under any circumstances participate in civil rights demonstrations:

- During hours when they are required to be present for duty.
- When they are in uniform.
- When they are on military reservations.
- When their activities constitute a breach of law and order.
- When violence is reasonably likely to result.

Naval Personnel May Take Coast Guard Cadet Exams

Navymen who want to try for a billet as Coast Guard cadet can do so next December when the annual competitive College Entrance Board examination is given for entry to the Coast Guard Academy at New London, Conn.

The tests are regularly administered in more than 2000 cities in the United States and overseas. If a regular testing station is not reasonably close to the applicant, one will be established.

Navymen wishing to apply for the examination should do so by writing to the College Entrance Examination Board, Box 592, Princeton, N. J. There is a $13 fee charged by the company which administers the examination.

Navymen who are stationed in continental United States should make application for the College Entrance Examinations before 8 Nov 1963. Personnel outside CONUS should apply before 4 October.

Each applicant must take a scholastic aptitude test and a series of achievement tests.

The College Entrance Examinations will be given on 7 Dec 1963.

To qualify for nomination to the Coast Guard Academy, an applicant must be at least 17 years old by 1 July of the year he is appointed but he should not have reached his 22nd birthday.

He must be a graduate of an accredited high school and never have been married.

He must have the following credits in high school or college. Each credit represents one year's work. USAFI courses are acceptable substitutes: Algebra 2, Plane Geometry 1, English 3, optional credits 9.

Physically, an applicant must be at least five feet, four inches tall but not taller than six feet, six inches. He must have 20/30 vision correctible to 20/20 in each eye and otherwise be in excellent condition.

The Coast Guard Academy is a fully accredited educational institution operating under scholastic and military standards similar to the other service academies.

It provides the professional training for young men who are candidates for commissions and careers in the Coast Guard. Successful completion of the four-year course leads to a commission in the regular Coast Guard and a Bachelor of Science degree.

There are no congressional appointments made to the Academy and there are no limitations by geographical area. Appointments to cadetship are based on the candidate's competitive standing which is determined by averaging his scores on the December College Board Tests, together with his evaluation mark.

The evaluation mark is assigned by the Cadet Candidate Evaluation Board on the basis of a personal interview report, the applicant's educational and leadership background and the records submitted with his application.

The number of appointments to the Academy is determined solely by the needs of the service. No waiver of any requirement will be granted.

Commanding officers have been encouraged to grant Navymen leave to take the College Entrance Examination.

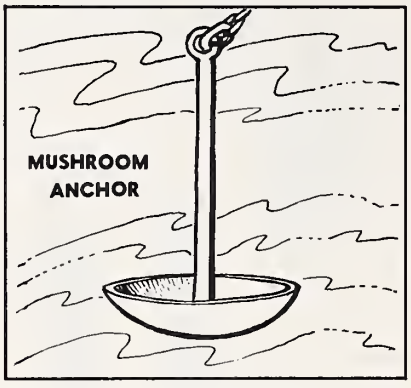
An enlisted Navyman will not be discharged from the Navy because he is appointed to the Coast Guard Academy. He will resume his enlisted status if he is separated from the Academy for reasons other than the acceptance of a commission.

Time served as a cadet will be counted toward the fulfillment of his enlistment contract.

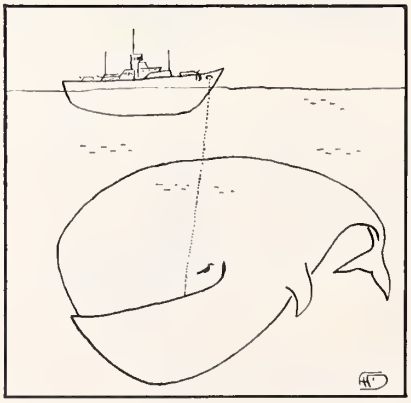
A booklet describing the Coast Guard Academy and containing application blanks will be sent upon request to the Commandant (PTP-2), United States Coast Guard, Washington, 25, D. C.

Details were announced in BuPers Notice 1110, dated 6 Jun 1963.

Grains of Salt—



All-Novy Cartoon Contest
Frederic W. Donour, Jr., PC3, USN



"Whodoya mean, it won't come up!"

DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ BEARDSLEY, George F. VADM, USN, for service as Chief of Naval Material from July 1960 to June 1963. Exercising sound judgment, keen foresight, and outstanding professional competence, VADM Beardsley has significantly improved the material effectiveness of the U. S. Navy by instituting many improvements in the areas of procurement, production, inspection, and supply management, resulting in inestimable savings to the government. Through his dynamic leadership, he has made important contributions to our national defense posture.



LEGION OF MERIT

"For exceptionolly meritorious conduct in the performonce of outstonding service to the government of the United Stotes . . ."

★ GILMORE, Frank P., RADM, MC, USN, for service from 4 Oct 1956 to 1 Aug 1963 as Assistant Chief for Planning and Logistics in the Bureau of Medicine and Surgery. RADM Gilmore was responsible for achieving success in the replacement of many obsolescent Medical Department facilities; was instrumental in achieving greater effectiveness and economy in the financial management of major medical activities; and sponsored and initially guided the establishment of a program for conversion to data processing techniques in naval hospitals and in the Bureau of Medicine and Surgery.

★ ROSSO, George A., RADM, CHC, USN, for outstanding services during the period June 1958 to June 1963 while serving as Chief of Chaplains, U. S. Navy. RADM Rosso has been eminently successful in administering the complex affairs of the Chaplain Corps throughout this period, maintaining excellent relations not only within the Navy but with the public and civilian clergy as well. Under his competent leadership, the religious education program for military dependents has been unified and greatly improved; religious coverage has been extended to small ships and isolated units; a realistic chapel construction program has been instituted; and a highly successful program for utilizing the talents and services of dedicated laymen has been put into effect.

★ SCHANTZ, Curtiss W., RADM, DC, USN, for service from November 1958 to August 1963 as Assistant Chief, Bureau of Medicine and Surgery (Dentistry), and Chief of the Dental Division. In the field of education and training, RADM Schantz obtained accreditation of naval dental educational courses toward civilian graduate degrees, sponsored an extension education program; set up an ensign indoctrination course for future dental officers; and established an in-service training program for enlisted dental technicians. In the area of research and development, he directed improvements in the high-speed air turbine dental handpiece, enhancing the dental service to the Navy and Marine Corps.

Gold Star in Lieu of Third Award

★ TYREE, David M., RADM, USN, for service during the period 14 Apr 1959 to 26 Nov 1962 as Commander Naval Support Force, Operation Deep Freeze. RADM Tyree, as senior U. S. representative, had the responsibility of insuring the success and safety of missions in Antarctica, and of fulfilling the objectives of the United States in this hazardous region. He accomplished important logistic and exploratory achievements, integrating into a single unit the outstanding services of members of the scientific community and our armed forces. Under his command, the first penetration of the Bellingshausen Sea was accomplished; nuclear power was introduced to Antarctica; the first adequate communications and air navigation aids were established; extensive photographic mapping of the continent was accomplished; and a pioneer trail was established between McMurdo Sound and the South Pole.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actuol conflict with an enemy . . ."

★ PENNINGTON, Jackie L., FN, USN, for heroic conduct during the hours of darkness on the early morning of 7 Jan 1963, while serving on board USS *Coral Sea* (CVA 43), then berthed at the U. S. Naval Air Station, North Island, San Diego, Calif. When a man fell from the bow of USS *Oriskany* (CVA 34), also berthed nearby, Pennington unhesitatingly jumped into icy and contaminated water, swam a distance of approximately 20 yards toward the victim, but was forced to return to the pier because of severe body cramps. Within moments he re-entered the water and swam about 30 yards, at which point he located and brought the drowning man back to the surface. Although twice forced under the water by the struggling and panic-stricken victim, Pennington managed to swim with him to the side of *Oriskany* and kept him afloat until the arrival of the ship's lifeboat.

★ RAINEY, Jimmie L., TM2, USN, for heroic conduct on the night of 9 Nov 1962 while serving on board USS *Volador* (SS 490), which was undergoing conversion at the San Francisco Naval Shipyard. When a fire broke out under the pier at which *Volador* was berthed, and spread rapidly out of control, Rainey manned the ship to get her underway. In the face of great danger, he scaled the staging around the ship's sail to throw burning planks overboard until he was forced to retreat because of the intense heat and smoke. Realizing that the bow of the vessel was made fast to the pier by a wire cable, he dashed into the heavy smoke and flames and succeeded in casting off number one line and the bow mooring wire. Through his prompt, courageous, and efficient actions, Rainey was greatly instrumental in enabling *Volador* to get underway in a minimum of time, and in preventing his ship from sustaining serious damage or possible destruction.



AIR MEDAL

"Awarded for meritorious achievement in aerial flights . . ."

★ PETTY, Dale B., LT, USN (Copilot)
★ MAIER, Frederick J., LTJG, USNR (Tactical Observer)
★ LOWE, Larry T., LT, USN (Patrol Plane Commander)
★ OLSONOSKI, Richard L., LT, USN (Navigator)

For meritorious achievement in aerial flight as crew members (Crew Four) of an aircraft in Patrol Squadron One during May and June 1962, in connection with operations in the Arctic Ocean area.

Report from the Secretary

The occasion was the commissioning of a new destroyer. It was to be named after one of the Navy's heroes of World War II, Fleet Admiral William F. Halsey, Jr. The audience included Fleet Admiral Nimitz, officials, and the crew of the new ship.

In his address at the commissioning ceremonies at San Francisco, Calif., the Secretary of the Navy, the Honorable Fred Korth, paid tribute to the men and women of the Navy and Marine Corps. It was also an opportunity to review the period of more than a year and a half he has served as Secretary of the Navy. Following is an excerpt of his report.

THIS IS A SIGNIFICANT OCCASION. I am delighted to be here with this distinguished company and with Admiral Nimitz who, along with Admiral Halsey, calls to the mind of every American the very finest image of the U. S. Navy in its greatest hour.

In World War I and World War II, and the years between, Admiral Nimitz and Admiral Halsey were instrumental in ensuring that our Navy was strong and capable. It seems to me completely fitting that this proud ship—the newest of her type—should bear the name of a great naval officer who has taken his rightful place in our Navy's and our nation's history.

Those of you who will proudly serve on her share my feeling and, I am confident, will add even more luster to the name, William F. Halsey.

IN THE MORE THAN EIGHTEEN MONTHS that I have been Secretary of our Navy, a somewhat curious thought has often crossed my mind. It seems to me that many Americans have a somewhat imperfect understanding of seapower. The average American often asks the question, if not directly, then by implication:

"Why do we need the world's largest, the most modern, the *best* Navy?" In a very real sense, persons who ask that question are paying the Navy quite a compliment. They are taking for granted that we will always retain control of the seas.

It would seem that we in the Navy have sometimes experienced difficulty in making the answer plain. One simple answer might be that whenever anything has happened, or has threatened to happen, we have needed the Navy and used it promptly.

We did so in Korea in numerous ways—in attack, in support of forces ashore and as a lifeline. The carrier-borne airpower of the Sixth Fleet has been used in the Mediterranean to bolster the southern flank of our NATO defenses. The actions of the Seventh Fleet in the Western Pacific have become legend.

All this is so obvious that many people are inclined to forget it, or take it for granted. *Perhaps we have somehow failed to make vivid to our contemporaries the real value of naval armament in the current world.* No doubt it is because the Navy is built around a rather more subtle, less understandable concept than our other arms.

• The Navy *is not* a weapon. It is, rather, a system, using any and all kinds of weapons and tactical methods to the one end of exploiting the strategic value of sea communications.

The function of our team is to exploit sea communications, so as to carry wars to our enemies, rather than allowing them to bring them to us, so as to endow the national strategy with the power and flexibility throughout the world which it could not otherwise enjoy.





f the Navy



• The Navy *is not* a strategic or a tactical machine. It uses many weapons, many strategies, and many kinds of tactics to perform an over-all function. The performance of this function will not alone, of itself, win wars. But it will have a decisive effect on who wins them, how soon, how easily.

• Naval power, in all its aspects, *is a tremendous instrument of national power, useful in countless ways.* That is one reason why Americans so often fail to grasp its significance.

SEAPOWER was a critical factor in the foundation of our nation, and all our wars, without exception, have been amphibious in many important respects. It is also a fact that commerce over the oceans is vital, not only to our own economy, but of equally serious importance to our allies and to our potential enemies as well. Seapower has been our first, and almost an automatically chosen weapon whenever sudden emergencies have appeared on our threshold.

Because of this quiet assumption that all is well because of our Navy, it seems to me that it is worthwhile for us to make a periodic accounting of why our Navy is so vitally important. Some will say we need a Navy for one simple reason—to win a war.

But as we need naval power in wartime, we need it also in peacetime and in that neither-war, neither-peace area in which we now abide.

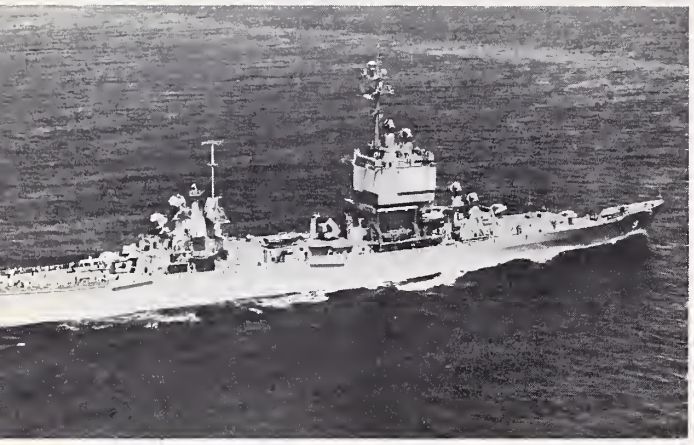
A NAVY IS CERTAINLY essential in war, both offensively and defensively. On the offensive side of the ledger, we are capable of carrying the fight to the soil of the enemy. We can make his land the battleground, We can use the sea and, from it, apply force—both direct and indirect—against the enemy.

The highways of the ocean are our routes for retaliation, for invasion or for attack. In our ships we can transport the personnel of our land forces, their equipment and their supplies. The oceans enhance our capability for massive retaliation. Our Navy-Marine Corps team has superiority on the seas, and in the skies above them, when they make an amphibious assault or a vertical envelopment.

In the defensive view of the art of warfare, we see that our Navy is necessary to deny the use of the oceans to our enemies. By confining them to overland resources







in time of war, we strangle their industrial war-making potential. We make their task of fighting us just that much more difficult.

It is easy to recall that during World War II, if we had not retained control of the seas around the great peninsula that is actually Europe, our massive land forces could have been easily outflanked from either the north or the south. Our supply lines across the Atlantic could have been severed much too readily. Our own harbors and our coastal cities would have been prone to attack from the sea. Our Navy prevents these things. Conversely, our potential enemy today sees this same peninsula as he looks to the West. He knows that further expansion in that direction exposes his flanks to attack from the sea.

IT STANDS TO REASON that, as our Navy is vital in time of war, it is also essential in time of peace. We don't have time to build a Navy and train personnel after hostilities begin. Our Navy is important in time of peace in so many ways—other than preparing for war—while we seek to maintain the peace.

The Navy contributes to our nation's progress. It protects our interests at home and abroad. It implements national policy, for the Navy is capable of presenting visible evidence to our friends that our support is real,



that our determination is firm, and that we are ready to come to their aid when called upon.

This particular strength of our Navy has been demonstrated in Lebanon, off the shores of the Dominican Republic, off our own southern shores last fall, and continuously in the waters lapping the shores of southeast Asia. The "show of the flag" gives new hope and adds great fervor to the hearts and minds of those who view it.

The explosion of the world's population has caused an expansion at the rate of about 50 million people per year. Such an increase necessitates a great exchange of raw materials and industrial products between nations, the greater portion of which must be transported by ships across the sea lanes of the world.

The ability to use the seas for these purposes and for all commerce will depend upon freedom of the seas in peace and control of the seas in time of war.

Each year over a trillion tons of cargo is moved by ship. Increased development of air transport will not materially reduce the need for surface transportation. As a matter of fact, the heavy demands for fuel and operational maintenance for aircraft put greatly increased demands on seaborne transport. The main reliance for transport of aircraft fuels, spare parts, and bulk cargoes will still be on surface ships of our Navy and our merchant marine.

IN THE THIRD AREA, the cold war, the Navy is a deterrent to the outbreak of general war. With our carrier forces, our *Polaris* submarines and guided missile ships and our nuclear surface ships, we demonstrate to the enemy our power to strike, to retaliate, to defend.

Our seapower gives the maximum freedom of choice to the President and provides the ultimate in economy of force. When it is deemed prudent to apply force, he has a maximum of selectivity as to amount and type.

The presence of our naval strength permits the kind of choice that obviates any attempt at blackmailing techniques by another nation. Our control of the seas actually can halt the spread of Communism, and without complicating policy decisions on foreign aid. The mobility of our forces on the oceans of the world provides for swift disengagements without leaving costly investments behind.

It is a fact of life that the present economic potential of Cuba is practically nil because of our control of the seas. We are able to monitor the shipping lanes to her ports. Should it be determined that a stringent curtailment is the proper course, our Navy will be the tool for the implementation of that program.

As you may readily determine, I am firmly convinced that a strong, flexible, alert Navy is deeply vital to the future freedom of our nation and, in fact, of the world.

The Communist bloc must necessarily move in a direction with which they are unfamiliar, if they are to do any further expansion. They will be unable to increase their holdings without the use of the seas, which would bring them into direct contact with our naval forces. The example off our southeastern coast, in the Atlantic, last fall proved their unwillingness to do this.

TO RESIST THE CHALLENGES of the future, we must continue to maintain strong, balanced seapower.

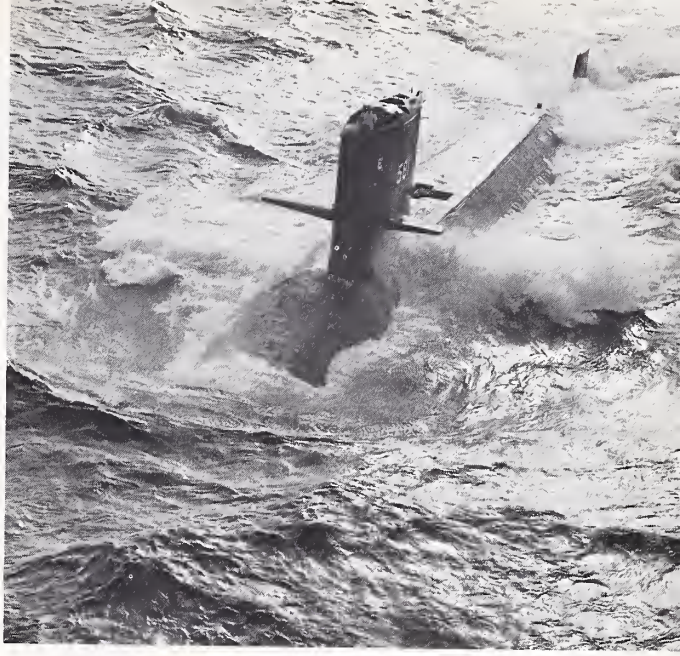
• We need our mobile islands like *Enterprise, Kitty Hawk* and our other great carriers with their aircraft.

• We need underwater craft capable of unleashing tremendous nuclear power should our potential enemies decide upon national suicide.

• We need our cruiser and destroyer forces with their great flexibility and capability of rapid movement to any potential troubled area. It is essential that they provide air defense, antisubmarine protection, and gunfire support for amphibious operations.

• And finally, but by no means least of all, we need our Navy-Marine Corps team, unique in history, because of its mobility, its versatility, its readiness, and its ability to engage in all forms of warfare on land, on sea, and in the air. It is a force, unprecedented in the history of warfare, for use in the interest of our security.

No nation today possesses the capability that is ours. It is an area in which the United States is clearly superior. We must continue to exploit this tremendous advantage in the years to come.



NAVY AND MARINE CORPS men and women are dedicated, motivated—they are convinced of the importance of the role of the Navy-Marine Corps team in American national interests.

It is my firm belief that these services must be retained in their individual state and by no means allowed to be assimilated into any mixture that could be less efficient.

It is likewise my belief that civilian leadership of all our military departments must be continued. It is a part of our nation's welfare that has been handed down as a part of our heritage by those who drafted our Constitution. It is a vital situation that cannot—and must not—be minimized.

In the past eighteen months, it has been my experience that those senior Naval and Marine officers with whom I come in contact almost daily, would have this relationship in no other manner. They subscribe wholeheartedly to the premise.

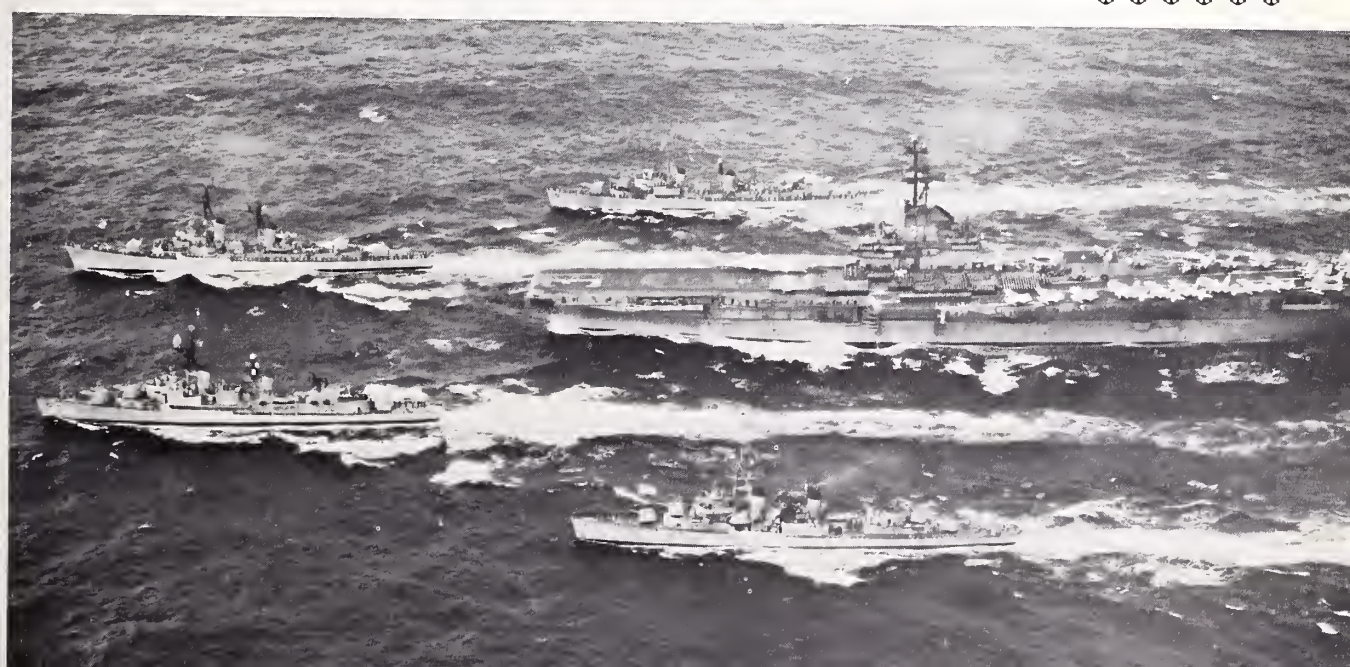
IT IS ALSO MANDATORY that our military leaders not be relegated to any role of lesser importance, but must be shown the respect, the loyalty that is their rightful due. They are the operational commanders. They are the professional experts. In my own department, this has always been the case and will continue to be. I know that the other service secretaries, as well as the Secretary of Defense, share this feeling.

The roads to be followed by the leaders, both civilian and military, are parallel at all times, and ultimately merge and arrive at the same destination. Neither can guide the destinies of hundreds of thousands of people and disburse billions of dollars annually without the assistance and counsel of the other. Those in mufti have the politico-economical experience and background that is vital in the international scene of today. Those in uniform, whether it be blue, green or khaki, have the experience and technical skills in matters military and naval, without which our nation would long ago have lost her stature in the community of nations of the world.

I urge that all of us recall that the basic principle still remains the same.

He who controls the sea and the air above, controls the destinies of the world. If we lose that control, we lose all.

⚓ ⚓ ⚓ ⚓ ⚓ ⚓



TAFFRAIL TALK

SAILORS ON SEA DUTY become accustomed to hearing whistles, horns, pipes, bells, hammering, clamoring, and all sorts of din. Each noise precipitates an automatic reaction.

Now there is a new "noise" for those operating in WESTPAC to get used to. It originates on USS *Mount Baker* (AE 4), and is heard each day the ship engages in underway replenishment. It is first heard during early morning preparation for at-sea transfer. The ship's bos'n pipes attention, and over the 1MC blares the word, "The following is a test of the ship's calliope."

And then: "Skwee . . . skwawaa . . . skwee-e-e-e . . ."

This odd bit of melody originates from a 43-note calliope—probably more familiar to you as a circus or merry-go-round piano. The man at the keyboard is Lyle A. McGuire, BT3, USN, who ingeniously assembled the calliope from various parts he acquired.

It is the only known calliope in the Fleet, and provides a musical background for *Mount Baker's* underway replenishment operations. When larger ships come alongside for rearming, they often have their bands playing during the operation. Now, *Mount Baker* is able to return the kindness with McGuire's one-man band effort. Included in his repertoire are such favorites as *Anniversary Waltz, Daisy* and *East Side, West Side.*

McGuire had a childhood desire to own one of the unusual instruments. He managed to collect various parts over a period of time, beginning with a set of brass air whistles which date back to about 1920. Then, after designing a complex of valves and procuring an ivory keyboard from an old parlor organ, he built his calliope in 1958.

It was only after completion that he started learning to play it for, he observed "Why have it just sitting around?"

★ ★ ★

Some people say, and we are more than inclined to agree, that bureaucracy, with its official lingo, is for the birds. As evidence, we offer this gem forwarded by NAVCOMSTA, San Francisco:

Paragraph M.1 of a Navy publication designated N. Eng. 25A (Rev. 1-1-25) published by what was in those days the Bureau of Engineering, and discovered in the carefully preserved files at Mare Island, contained the following:

"The purpose of Pigeon Section (M) of N.Eng.25A is primarily to record and describe within that section the strictly pigeon communication facilities and associated pigeon features of the unit (if any), and (if a pigeon station) to exemplify the general aspects of the unit as a pigeon communication station of the Naval Communication Service, as from the date of the initial establishment of the station to the date of its possible ultimate abandonment. Section (M) contains questions regarding pigeon training, breeding, feeding, etc., including resume of outstanding pigeon performance."

Unfortunately for posterity, Mare Island went out of the pigeon business in 1904.

Incidentally, in our research on our feathered friends, we have failed to come up with any other information on Navy rated pigeons. Perhaps some of you may have something to add on the subject.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. The rate for ALL HANDS is 25 cents per copy; subscription price $2.50 a year, domestic (including FPO and APO address for overseas mail); $3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

• AT RIGHT: GOLD 'E' PLUS — *USS Picking* (DD 685), underway off Oahu, Hawaii, claims a Navy 'first' after being named winner of the Engineering Excellence award for the sixth time in as many competitive cycles.


685



for

LIBERTY in a FREE WORLD

...oldest tradition in the Navy

...part of every Navyman's job

D208.3:3 67

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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ALL HANDS

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• **FRONT COVER: FLIGHT FUEL FILL-UP—A4C Skyhawks of Attack Squadron 81 have their tanks filled with jet fuel before the start of flight operations from the deck of an aircraft carrier underway in the Atlantic.**

• **At left: IN THE SPOTLIGHT—Fleet ballistic missile rays as she arrives at Holy Loch, Scotland. The Polaris submarine, USS Sam Houston (SSBN 609), is lit by sun's packer had been on patrol in the Mediterranean Sea.**

• **CREDIT: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.**

The Role



FOR THE RECORD — Photograph records damage to Guam during WWII.

THE DEVELOPMENT of photography and "photo intelligence" in the Navy is, in a way, a typical story—that is, one of rapid change and progress. It also is an unusual one. Navy photography has followed a varied and interesting path from the day of Matt Brady and his fellow civilian photographers, with their crude, bulky equipment, to the sophisticated gear used by the Navy PHs of the 1960s.

Brady, who took what is probably the earliest existing naval photograph, gained such lasting fame as a chronicler of the scenes of the Civil War years that his photographs are today referred to as "Bradys," in the same manner that paintings are referred to as "Van Goghs," or "Rembrandts," for the men who painted them. The notation, "Brady, N. Y.," appears at the edge of a picture of Commodore Matthew C. Perry. This photo has been claimed to be the granddaddy of photos now in the naval files. It was taken in 1848 at the homecoming of the Vera Cruz squadron following the Mexican War.

Brady had assistants, assigned in pairs to record the activities of the Union forces. While Brady himself took few naval photographs other than the Perry portrait, it is due to his extensive financing and organizing that today we have a wealth of dramatic and graphic portrayals of the men and ships that carried out the naval blockade which was so important to the success of the Union forces in the Civil War.

SHOOT IT — Navy photographers film impact area during gunnery exercise.



NAVAL PHOTOGRAPHY from the Civil War down through the years served three basic needs: Historical documentation, public information, and recruiting. But it was also to serve a scientific purpose. Take photo-triangulation for example, a development of the '30s. It was in World War II that the Navy's Bureau of Ordnance began operational use of a system of photo-triangulation in gunnery to pinpoint the impact areas of shells in relation to a target. This was the first major operational use of photography in the Navy.

There are lots of "firsts" in naval photography and photographic interpretation. In 1913, the Navy adopted the airplane as an operational instrument. Three years later, at Pensacola, Fla., Ship's Cook 3/c W. L. Richardson climbed into an airplane with a camera resembling a cigar box in his hand. He went aloft, tripped the shutter, and received credit for the first Navy aerial photograph.

Richardson, later commissioned an ensign USNR, was selected to plan the establishment of the Navy's first school of photography and organize the photographic division in what was to become the Bureau of Aeronautics. The school began instruction in early 1918 at the Naval Air Station, Miami, Fla. Students attended a six-week course and were then assigned to photo labs aboard air stations at home and abroad.

WITH THE SIGNING of the Armistice in November 1918, the school

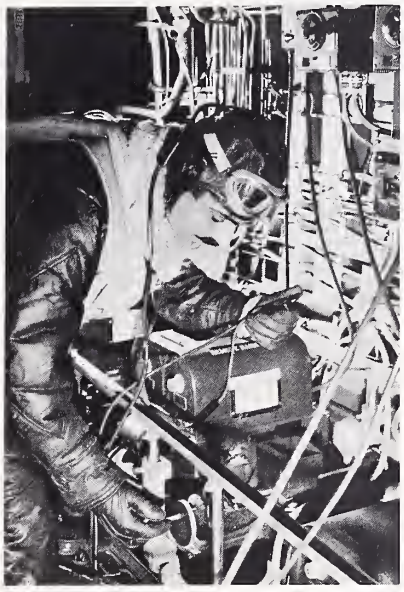
of the Camera in the Navy

was closed and many photographers left the service. The Navy experienced an acute shortage of trained photographers until a second school of photography was established at the Naval Air Station Anacostia, Washington, D. C., in January 1920.

Between 1920 and 1923, photography became of increasing importance in the Navy. The first successful combination of aerial and surface photography occurred when aerial camera parties collaborated with surface photo-triangulation groups in photographing the fall of shot in long-range battle practice on the Southern Drill Grounds off Cape Henry, Va., and, later, with the Fleet in Cuban waters. Also, during this period, the rating of photographer's mate (PhoM) was established.

By August 1923, the school facilities at Anacostia were no longer able to satisfy the Navy's needs for photographic training and the school was transferred to the Naval Air Station at Pensacola, Fla., where it is located today. The school graduated 24 men, in two classes of 12, each year. This was sufficient to maintain a maximum of 250 photographers.

Mapping, another important use of aerial photography, was extensively used in the 1920s and 30s. The first Navy Distinguished Flying Crosses were awarded to a chief photographer and a lieutenant for a mapping project in Alaska for the Interior Department in the 1930s.



BACK IN WW II — Navy photographer mans camera to gather information about enemy installations.

IN AUGUST OF 1940, Vice Admiral Robert Lee Ghormley was assigned to London as Special Naval Observer to the American Embassy. He became aware of a great deal of activity in Britain in a new field of intelligence — photo interpretation. The British had established a photo interpretation headquarters on a large private estate at the village of Medmehan. Here the English studied and refined photo interpretation and conducted a school on the subject for both officers and enlisted.

Realizing the potential importance of aerial photography as a source of intelligence, Admiral Ghormley forwarded a recommendation to Washington that personnel with a suitable photographic background be selected to visit England and study the photo interpretation center. LCDR Robert S. Quackenbush, USN (now a retired rear admiral), was selected. He went to England in September 1941. After studying the concepts of photo interpretation and speaking with the British experts, he recommended that the United States should waste no time in establishing its own photo interpretation school.

He returned to the States and, with the full cooperation of Admiral Ernest King, established the Navy's first school of photo-interpretation at Anacostia, D. C., in January 1942.

PHOTO INTERPRETATION in the U. S. Navy was born in a contradictory situation. In general, the concept met with resistance. No one knew exactly what it was or how effective it would prove. Fortunately, the cooperation extended by Admiral King included a "blank check" policy that allowed Quackenbush and his assistants to launch an adequate program of study and schooling.

We had taken our cue from the British, who, in turn, had taken theirs from Europe. Like the science of photography itself, air reconnais-

A NAVY FIRST — W. L. Richardson aims camera in 1916. *Rt:* Photogs prepare for South Pole photo mission.









BRADY AND CO — Crew of monitor appears in photo claimed to have been taken by Brady. This is one of old photos in U. S. Navy files. *Rt:* Brady's assistant, Fowx, photographed *Lehigh* crew in 1864.

sance (and therefore photo interpretation), began in France. The first crude efforts of the French took place in the early 1840s when the French Army attached cameras to kites for mapping purposes. Shortly thereafter, the Russians developed an aerial photographic capability using balloons.

They used it during their war with Finland in 1939, at the beginning of World War II, with specially-configured Red Air Force and Navy aircraft photographing strong point locations, defensive installations, shore batteries and fortifications along the Mannerheim Line. The intelligence derived from this aerial photo reconnaissance effort was the deciding factor in the success of the Russians breaking Finland's rugged defense. From that point aerial photographic reconnaissance assumed an established importance in the Soviet Armed Forces. The Germans also employed aerial reconnaissance in breaking another famous defensive line, the Maginot.

German air reconnaissance capabilities had grown rapidly during World War I. In 1915 the German Air Force was said to have taken 400 photographs a day. In 1916 the figure rose to 1500, and to 4000 per day in 1917. The French were as active, and in periods of intensive operation, processed up to 10,000 photographs a night.

Aerial reconnaissance experienced a change in application from World War I to World War II. In World War I, the Germans concentrated on aerial photography by their land-based air forces rather than by naval air forces. This was due basically to the limited character of naval engagements and comparatively short range of naval aircraft. One instance in which the German Navy did employ aerial reconnaissance to a considerable extent was the photographing of English ports and coastline from dirigibles cruising over the North Sea.

PUZZLING — Series of photographs are pasted together to make a map.



IN WORLD WAR II the application of U. S. Navy aerial photographic reconnaissance came into its own due to the widespread character of naval engagements in the Pacific. It was to meet the requirement for intelligence in this theater that LCDR Quackenbush spurred the training of U. S. Navy and Marine Corps personnel in photo interpretation.

The first classes at Anacostia were no larger than 26 or 27 students due to the limited space available. This figure doubled when the school moved into the new U. S. Naval Photographic Science Laboratory (later designated as the U. S. Naval Photographic Center) when it opened in February 1943.

It wasn't an easy job. The new photo science team had to build, from scratch, a school and curriculum designed to teach a subject that was unknown in this country. They modeled the school after the British photo interpretation center at Medmehan. Fortunately for the Navy and the country, these first practitioners were men of exceptional talent and ability. The Navy could not go out and recruit men who fired 40 millimeters in civilian life, but it could, and did, locate men who had worked in photography for years as cameramen and lab technicians.

THE FIRST GRADUATES of the Photographic Interpretation School were assigned to photo labs through-

out the Navy. Since there was no precedent for assignment, they were placed wherever it was thought the need for photo interpretation was most apt to arise. Men were sent aboard carriers, to Pearl Harbor, and some were even assigned to Chiang Kai-shek's Nationalist forces.

The "blank check" policy with which Admiral King supported the school was extended to the entire photo interpretation effort. Without established guidelines for the program there were no written directives, and the school was able to employ a free-wheeling technique in establishing operative photo interpretation units throughout the Navy.

The first was the South Pacific Photographic Interpretation Unit, organized at Pearl Harbor in September 1942. This unit served as a model for the units which were organized throughout the Pacific.

As the tempo of the war increased, the use of photo interpretation expanded. It has been estimated that as much as 90 per cent of U. S. intelligence gathered in the Pacific during World War II was derived from photo interpretation.

TO AID THE INTELLIGENCE effort in the Pacific, where some landings had to be made on islands in poorly charted waters, the Naval Photo Interpretation Center began a program of intensive research on water depth determination, and devised methods of measuring water depths on aerial photographs.

These methods were used in preparation for the amphibious assault on Okinawa. Aerial photography was flown one month before the landing, and the photo interpreters measured water depths over the fringing reef. After the landing, swimmers made direct measurements on the reef. These measurements showed that the photo interpreters' average error of estimate was less than one foot, and their maximum error less than two feet, for depths up to 30 feet.

The most sophisticated piece of photographic equipment to be developed as a result of the depth determination problem was the SONNE aerial camera. The development of this small, compact unit marked a major advance in the field of photo interpretation.

This aerial camera was developed to solve the specific problem of obtaining rapid series of sharp photographs for intelligence purposes from aircraft flying at high speeds and low altitudes.

Two Navymen played an important role in the progress of the aerial camera development program. The late Captain Thorne Donnelley, USNR (Ret.), devoted much of his time (and money) to bring the program to fruition. Chief Photographer's Mate Fred K. Mansfield was instrumental in the technical development of the equipment.

Along the shores of the Bahamas, which were selected because of their similarity to the beachheads facing U. S. forces in the Pacific, Chief Mansfield took the camera on test flights to "iron out the bugs" and develop the capabilities of the equipment. His fast, low flights along the beaches netted valuable research information (and, incidentally, some candid cheesecake).

ALTHOUGH ANY RECAP of photo interpretation efforts in World War II necessarily dwells at length on activities in the Pacific Theater of Operations, Allied photo reconnaissance capabilities for intelligence purposes in the European Theater also developed at a rapid pace.



HIDE AND SEEK — Enemy aircraft are spotted on the ground by the sharp eye of a Navy aerial camera.

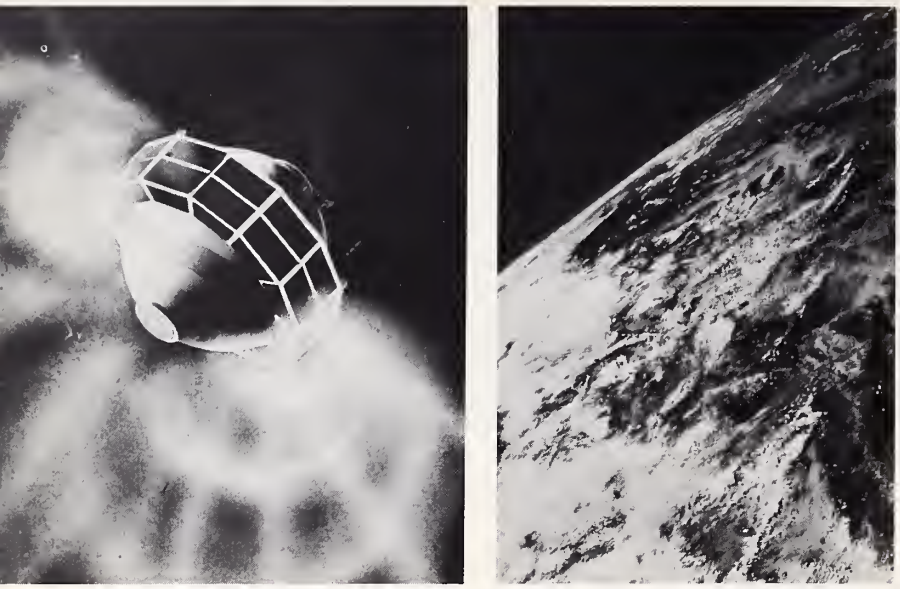
Extensive photo reconnaissance missions preceded the invasions of Sicily and the Italian mainland. Large Italian ports were photographed by Allied reconnaissance planes daily, and the ports known to be harboring ships of the Italian Fleet were photographed twice each day.

Twelve months before the Germans launched their V-1 rockets against England from Peenemunde, Allied photo interpreters were aware of the existence and locations of the weapons. As fast as the Germans built their steel and concrete V-

THE WORD — Photos of Pacific islands enabled Navy to build models for planning of WW II invasions.







SATELLITES and rockets have added great depth to aerial photography.

weapon launching sites along the French coast, U. S. and British photo interpreters detected the sites and Allied bombers destroyed them.

Although the Germans eventually switched to lightly constructed launching sites that could be installed under cover of night or poor weather, interpreters were often able to detect these sites by analyzing photographs of the same areas taken at different times which showed evidences of excavation and changes in vegetation cover.

The statement of a regimental intelligence officer gives us an enlightening view of the extent to which Allied commanders came to rely on photo intelligence:

"The operation for seizing the town of Wurselen was conducted entirely with aerial photos. All preliminary planning, initial reconnaissance, and the regimental commander's final plans were based on the photos. His attack order was issued with an overlay made from them. The photos also were used for planning by supporting artillery tanks and tank destroyer units. All artillery targets pinpointed by the infantry were entered on the artillery photographs. The photos were the basis for all intelligence overlays sent to lower units. The interrogators of prisoners of war used aerial photographs to orient the prisoners. The cannon company used aerial photos to select likely locations for advance gun positions; the antitank company, to select positions for night defense; and the service company, to select possible supply routes and bivouac sites."

PREPARATORY TO the Allied invasion of Normandy, photo reconnaissance planes took thousands of shots of the French coastline. The photographs were rushed to Washington where Navy photo interpretation personnel, working in isolated security on the sealed-off third floor of the Naval Photographic Center, constructed detailed photographic mosaics of the harbors, coves, beaches, and landmarks awaiting the Allies.

As the "state of the art" of photography has progressed over the years, so has photo interpretation. The French, with their cameras attached to kites, were singularly prophetic of the science that has grown hand in hand with warfare from the early 1800s. Photographic interpretation has progressed to the point that it is not only important, but necessary, to the continued readiness and capability of our forces.

By picking up practically any daily newspaper, one can imagine the paths that photo interpretation will follow in the years to come. Weather satellites orbit the earth, sending us photographs of cloud cover and atmospheric conditions around the globe.

As man delves further into the mysteries of his own planet and those of the solar system, he will be attempting to gain the bulk of his information from "interpretation." Until he is able to go to these neighboring planets, he will have to rely on what his sensors rather than his senses tell him. The sensors take various forms. Infra-red scanners, radar and television will join the camera as the extensions of man's senses into space.

The Navy can be proud of its pioneering role in the field of photo interpretation in the United States and the contribution which its efforts are making to the furtherance of scientific knowledge.

—Alan Whitney, JO1, USN

NPIC Has Come a Long Way Since Its Beginning

The value of the services performed today by the Naval Photographic Interpretation Center can best be illustrated by its work during the Cuban crisis. Here, NPIC literally shaped history.

For its efforts, NPIC was awarded the Navy Unit Commendation by the Secretary of the Navy. Here is the citation:

For exceptionally meritorious service from 1 May through 31 Dec 1962. During the period of international crisis, the U. S. Naval Photographic Interpretation Center received, reproduced, and conducted immediate analysis and timely distribution of intelligence photography to the President of the United States, his principal policy advisors, and members of the U. S. Intelligence community.

The Center, by rapid adjustment to the emergency, and through diligent and skillful application of professional techniques, assisted to a notable degree in the identification of the nature and magnitude of the threat to world peace.

Although working under unusual demands and great stress, personnel of the Center were able to analyze and process a massive volume of critical intelligence material, thereby contributing to the immediate and effective response by the United States to the developing threat.

The outstanding achievement of the Naval Photographic Interpretation Center reflects great credit upon each member of the organization and upon the U. S. naval service.

As a result of this action, all personnel attached to and serving with the U. S. Naval Photographic Interpretation Center during the above period, or any part of that period, are authorized to wear the Navy Unit Commendation ribbon.







THE NAME of *USS Rogers* (DDR 876) is in honor of the Rogers brothers *(l. to r.)* Edward K., Jack E., Jr., and Charles.

DD Carries on Tradition of Rogers Trio

In the choppy, churning southwest Pacific one muggy November morning 21 years ago, USS *New Orleans* (CA 32) was in trouble.

An enemy torpedo had hit the big cruiser's port bow and ripped into two magazines.

The blasts that followed literally ripped off the forward part of the ship.

One of the ships of Task Force 67, *New Orleans* had been slugging it out with enemy DDs during the Battle of Tassafaronga, off Guadalcanal, on 30 Nov 1942.

The cruiser was hurt, but not lost. She made it into port and was later repaired.

Many of her crew, however—all the 178 officers and enlisted men in the dismembered bow and number two turret—were killed.

Three of those killed were brothers, Edward, Jack and Charles Rogers—a family name that has since become well known to destroyermen.

Two years after the Battle of Tassafaronga, USS *Rogers* (DD 876, now DDR 876), named in honor of the Rogers brothers, was launched at Orange, Texas.

The boys' mother, Mrs. Josie Rogers of Holly Hill, Fla., attended and sponsored the ship.

A few months later, *Rogers* was commissioned and assigned to the Pacific Fleet. In following years, the destroyer was to become a symbol of far-reaching Pacific operations, and a hard-working ship respected throughout the Fleet.

Since 1945, *Rogers* has made a total of 12 Far East cruises.

In 1949, while working with the Seventh Fleet, she participated in the evacuation of American civilians from China.

In 1951 and 1952, *Rogers* served with Task Forces 77, 95 and 96 in Korean waters. She engaged in shore bombardments, blockades and patrol duties.

In 1954, the DD helped evacuate the Tachen Islands. In 1956, she rescued three Japanese fishermen adrift for eight days.

Twice, in 1959 and again last year, *Rogers* won "E" awards as the most battle-ready ship of her squadron. Also in 1962, she was awarded the "A" for antisubmarine warfare proficiency, the "C" for communications efficiency, and several "Es" for gunnery accuracy.

In June, after 18 years in the Pacific, *Rogers* departed San Diego for the East Coast and modernization at Charleston, S. C.

En route to Charleston, she stopped at Mayport, Fla., for the express purpose of again making contact with Mrs. Josie Rogers and members of the Rogers family.

It was the first visit to the destroyer that Mrs. Rogers had made since the launching nearly 19 years ago. Five of her surviving children were also on hand to greet the ship.

One of the Rogers boys, Emmett Hugh, was particularly interested in visiting the ship named after his brothers. After receiving the tragic news of the Battle of Tassafaronga in 1942, Emmett volunteered for Navy service. Then just 17 years of age, he requested duty on board *New Orleans,* and served in the same warship in which three of his brothers had given their lives.

CHANGING OCEANS—After 18 years in Pacific, *USS Rogers* (DDR 876) has cruised to Atlantic to undergo modernization at Charleston, S. C.



DESERT DEEP FREEZE

TWENTY MILES WEST of Phoenix, Ariz., on Highway 80, can be found the largest, single concentration of military aircraft in the world. Here, over 800 acres of desert are surrounded by a high, chain-link fence, and inside can be found nearly 2300 aircraft of over 47 types and models, ranging in size from single engine trainers, to the largest transports and radar search craft.

This is the Naval Air Facility at Litchfield Park, the naval aircraft deep freeze, located in some of the hottest, driest desert in the country. It is here that the Navy is saving taxpayers millions of dollars every year with its concept of storing aircraft in a huge, reserve pool for future emergencies.

Visitors to this military installation are often met at the gate by a congenial man in his mid-40s, known as "Rolly" Franklin. His enthusiasm and interest in the Navy are made evident by the volume of facts and figures that pour from his reportorial memory.

"The Navy Department's Bureau of Naval Weapons has all types of aircraft here," he begins, "both propellor driven and jets. These vary in value from a paltry $100,000 to more than two million, with some of the larger search planes having radar installed in them which is worth more than the airplane itself."

He points to the horizon where the radar planes can be seen dwarfing the rest with their massiveness, and looking ungainly and top-heavy with their huge, umbrella-shaped radomes atop their fuselages.

Sometimes Rolly's discourse is interrupted by the thunderous racket of jets racing down the runway in what appears to be an uncomfortably close formation. After they have lifted into the air and the noise has diminished to that of a boiler factory, Rolly provides an explanation.

"They're the Blue Angels, the Navy's famous precision flying team," he says.

"The CO sent them a message and invited them to come to Arizona to practice, where they could fly every day, and their leader sent the reply back, 'We're on our way.'"

THE STORY of Litchfield NAF dates back to World War II when an aircraft company in Litchfield was awarded a contract to modify the P4Y's being built in San Diego, Calif. As these aircraft were modified, the Navy had to accept and store them until they could be assigned to service. This resulted in the forming of an "acceptance unit" at Litchfield Park.

"When I first came here," the old-timer reminisces, "there wasn't even a landing strip. It was late in the summer—and hot. We landed right out there in the desert and kicked up such a cloud of dust that the plane with us had to circle for a half-hour before the pilot could see the ground again."

The Navy transferred both civilians and military men from California and the first aircraft was accepted in 1944. The number of planes increased at a rapid rate until late 1945, at which time it could be seen that the war was coming to an end and action was taken to reduce the output of all war material.

This, of course, resulted in tremendous excesses of material, some of which, like aircraft, had been manufactured at considerable expense. Knowing that post-war budgets would not allow the maintenance of all their planes, and not wanting to dispose of them immediately, the Navy conceived the idea of storing the excess for any future emergency that might arise.

Aside from normal wear and tear, the worst enemy of aircraft is corrosion, whereby air and moisture combine to eat away at the metal and weaken it. The Navy reasoned that if extra aircraft were stored in an area free of such damaging moisture, they could be held as a reserve stock

IN PLANE SITE — F-1 *Fury* jet fighters form long line on hot desert sands at NAF, Litchfield Park, Arizona.





'LOTS A PARKING' — View of Litchfield shows some of the nearly 2300 aircraft it has in storage at the NAF.

for the future. The ideal situation, of course, was to place the aircraft in a huge deep freeze, but the practical answer lay in an area of Arizona known by its residents as the Valley of the Sun.

A naval investigation team found that this valley was one of the hottest and driest sections of the country, and ideally suited to their needs because the temperature often surpassed 110 degrees, with a humidity of less than 10 per cent. The best thing about the valley, however, was the fact that the normal average rainfall was less than eight inches a year.

Nearly 100 men were recruited to start the work of preserving the first planes.

PRESERVING AIRPLANES is not an easy job. Many of the Navy's aircraft had been operating near salt water, and the corroding salt deposit had to be cleaned off carefully. This called for a gigantic wash rack and an unlimited supply of water. All openings had to be sealed to keep out dust, moisture and nest-seeking birds and insects. Moisture-sensitive electronics and instruments had to be treated and preserved.

Dehydrating plugs were screwed into spark plug holes to keep moisture out and gun ports were sealed off. Weapons required separate, special storage and were shipped to a central supply center. Some of the aircraft were then completely covered with a white substance that made them look like gigantic cocoons on wheels.

When the Navy started this long-range preservation program, there was little information and experience available as a guide. An aeronautical engineering section was organized to resolve problems.

Test after test finally resulted in a process of spraying the aircraft with a rubberized compound that dried to a complete protective seal, which could be easily and quickly stripped off when needed. A pure white was selected to reflect the heat, and all the aircraft that were in the best shape were covered. Others, which had war-weary and chipped paint, had only canopies, gun ports and windows sealed.

From time to time some of the aircraft have been removed from their cocoons. One of these times was in 1949, during an emergency which was called Operation Haylift.

That year saw the mid-West completely covered with snow so heavy that hundreds of families were prevented from feeding their starving cattle and from getting provisions for themselves. Many of the cattle floundered in shoulder-deep drifts in search of food, and succumbed from sheer exhaustion.

The Navy readied some of the transports at Litchfield, and the arrival of others from nearby military installations augmented the hastily gathered fleet. Using the Navy installation as their center of operation, these aircraft air-dropped 871 tons of hay to the cattle and two and one-half tons of food to their owners. One hundred and seventy-one emergency flights were made

COMING OUT—Personnel work on plane being readied for return to service.





SECNAV Fred Korth and CO, CAPT John McManus, USN, inspect sentry dogs

without a single mishap recorded.

By June 1950, incoming aircraft to be preserved had swelled the ranks of the sleeping war birds to 2000 craft of 19 types, but many didn't even get a coat of dust on them before they were needed again.

SUDDENLY in the summer of that year, the Navy and Marine Corps developed an urgent need for additional planes to help control the situation that had developed in Korea. It was then that the preservation program paid dividends. Additional help was hastily recruited, and with 915 technicians and supervisory personnel, Litchfield's accelerated depreservation program began. A great number of the planes were immediately sent to the fighting front and played an important part in the conflict. For this accomplishment, the station received the commendation of the Chief of Naval Operations.

With the emergency over, many of the planes returned to Litchfield again and were represerved. The depreservation operation was repeated in the fall of 1961 when the Berlin crisis flared anew.

The commanding officer of NAF Litchfield Park is Captain John W. McManus, USN.

"Many people," he says, "think we operate nothing more than a big graveyard here." Nothing could be farther from the truth.

The workload at Litchfield is under the coordination control of a technical staff in San Diego that carries the formidable title of "Bureau of Naval Weapons Fleet Readiness, Pacific." This organization is responsible for overhaul and availability of combat aircraft throughout the entire Pacific area. Their work is prescheduled months in advance and extra work cannot be absorbed without disrupting fleet schedules.

The overflow of work is earmarked for Litchfield which, with its multitude of specialty shops and personnel, is completely capable of doing any type of aircraft repair work. In this way, NAF Litchfield has become an important part of the overall naval aircraft repair program.

Sometimes aircraft are depreserved and crated for trucking to some distant seaport for delivery to a foreign government under the Mutual Assistance Program. Thus, many aircraft that would otherwise have been scrapped, are today performing defense services and deterring aggression in other parts of the world.

For some aircraft, though, Litchfield is the end of the trail. Many of the Navy's aircraft have become so old or so completely obsolete through technological advances, that it is no longer feasible to save them. They then come under the reclamation program and are stripped of parts for use on other aircraft, the hulks melted down into ingots to be sold, and the proceeds sent to the Treasury.

TRAVELERS along the highway may sometimes get the impression that Litchfield NAF is a long dead airfield, with piles of tax dollars rusting away, but men stationed there claim that it would be hard to find a comparable "save-program" anywhere else in the world.

In the reclamation program, aircraft considered salvageable are completely stripped of all parts that could possibly be used on any other type of an airplane, whether Navy, Marine Corps, Air Force or Army. Each part is preserved and shipped to the activity needing it, or to a supply point for future use. In this way older aircraft in service, parts for which are no longer available from stocks and would cost prohibitive amounts of money to manufacture, are still kept flying.

"In the first two and one-half months of last year," Captain McManus said, "parts and engines were recovered valued at nearly four million dollars, with a labor cost of only $34,000. This amounted to $114 worth of parts being saved for every dollar expended. The program for the first 11 months of the same year amounted to almost $14,000,000, with a comparably high savings-to-cost ratio. Because of this, Litchfield claims to pay its way, plus depositing a surplus of funds with the Treasury every year."

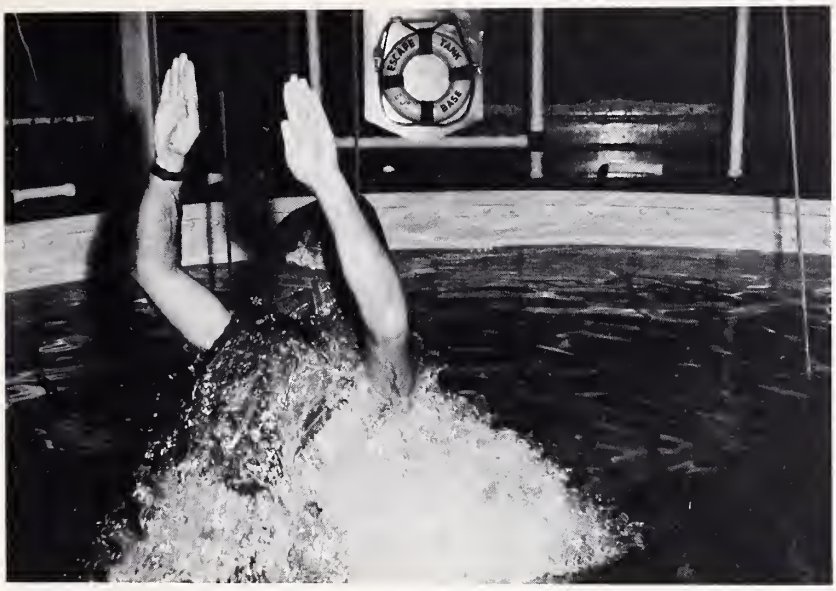
Not all stricken aircraft are stripped of parts, however. Occasionally some will be set aside and sold "as is" to the highest bidder. These planes are completely demilitarized of all war potential and find their way into service as private company executive planes, or else are bought for their parts.

A few of them are given away. Municipalities and certain organizations, having a worthwhile need for an airplane for such purposes as monuments, can have one free by merely paying the shipping costs. Such aircraft are stripped of their instruments, electronics and armament, and completely sealed. If their destination is far from Litchfield, they are crated for truck or rail shipment.

The small work force on duty at NAF Litchfield, both Navy and civilian, have a large background of experience with naval aircraft maintenance and security.

In the operating forces, plane crews are usually highly skilled on a few types. The men at Litchfield, over the years, have had to develop proficiency on many types. It is for this reason that a vast work force isn't required and the payroll can be held down in the Navy's desert deep freeze.

—George E. Hollister



TOPSIDE — Submariner surfaces, wearing hood devised to help breathing.

Training Tank Quals

PACIFIC FLEET SUBMARINERS have made a half-million ascents in the 119-foot-high escape training tank at Pearl Harbor, practicing escape procedures to qualify or requalify themselves for submarine duty. This practice may one day be responsible for saving their lives.

In a typical practice escape, Walter Williams, GMG1, who serves aboard uss *Carbonero* (SS 337), recently requalified in the tank. Though a poor swimmer, Williams entered the escape tank at the 50-foot level escape lock confident that all would go well. A successful ascent is not dependent on one's knowing how to swim—but on other knowledge.

At the beginning, Williams has to hang on to the lock to keep the buoyancy of his life jacket from taking him to the surface before he is ready. Two instructors with oxygen tanks strapped on their backs are at the 50-foot level to prevent him from making an unsafe ascent.

Williams throws his head back, purses his lips, starts exhaling, and lets go of the lock. With his head back, all instructors in the tank can see the air bubbles caused by his exhaling. This is important, because at a depth of 50 feet there is more than twice as much air in his lungs as he needs on the surface, and this air expands as the water pressure decreases during ascent. If he doesn't exhale this expanding air all the way to the surface it may enter his bloodstream and cause a serious ailment.

In addition to the two instructors at the 50-foot level, there is one just below the 30-foot level "blister" (air space), another below the 18-foot level lock, and one swimming down from the surface. Should Williams have any trouble, these instructors will converge on him and push him into the nearest air space. This is possible in spite of the fact that Williams speeds toward the surface at more than 300 feet per minute.

After Williams breaks the surface and climbs out of the tank he is given a check-up by a hospital corpsman and, receiving an OK, is requalified for another 30 months.

The training tank at Pearl Harbor is one of three known tanks of its kind in the world. The other two are at New London, Conn., and Gosport, England.

The 18-foot-diameter tank is filled with 280,000 gallons of fresh water, which is filtered so well that the tank bottom is visible from the top.

Besides providing facilities for requalifying submariners, the tank is used for training divers and Scuba teams. It also has proved to be one of the most interesting Navy exhibits to people visiting the base.





→

GOING UP — Instructors check submariner's breathing before letting him head for surface. *Top:* Subman shoots past the 40-foot mark as he heads for the top of the tower.





DUTCH TREAT—Sailors of Royal Netherlands navy help *USS Rowan* moor at Curacao. *Rt:* Orphan girl receives doll.

A Fine Touch with a Brush

WHEN THE DESTROYER USS *Rowan* (DD 782) pulled into Philadelphia not long ago after completing a Latin American goodwill cruise, her cargo was strictly regulation. No dolls, no cap guns, no pink paint.

It didn't begin that way.

When *Rowan* stood out of San Diego harbor two months previously she was loaded with textbooks, encyclopedias, dolls, pistols and other toys, maps and charts, lots of candy, plenty of paint and an X-ray machine. Her crew of 200 were to lay down their typewriters, tools and electronic gadgets and become volunteer painters who would spread paint on the inside of schools and hospitals all along their route. When their cruise was finished many Latin American people would think of the United States as the Land-of-Much-Paint and friendly people.

The *Rowan* cruise was an international affair from the very beginning. When *Rowan* arrived at her first port of call, Acapulco, Mexico, it was found there were no cranes available to unload the two-ton X-ray machine destined for the children's hospital there. The entire project came to a screeching halt until a solution was found—with the help of citizens of three countries.

Rowan pulled alongside a Colombian merchant vessel that happened to be in port and the Colombians used their ship's booms to lift the X-ray machine from *Rowan's* decks to the Mexicans waiting on the pier.

The problem of moving the X-ray machine didn't curb the crew's relaxation. Acapulco is the city where natives dive from cliffs 130 feet high into 16 feet of surf and where vacation luxuries are legend. Acapulco's largest hotel invited the visiting Navymen to use its facilities, lockers and swimming accommodations, and for the next three days the hotel was the base of operations for the entire crew. (Few, if any, Navymen dove from the 130-foot cliffs.)

IN AMAPALA, HONDURAS, the Project Handclasp program really got moving. Each morning volunteer task forces landed with cans of U. S. donated pink, blue and white paint and applied it to the inside walls of Amapala's two schools and a medical clinic. Today, a *Rowan* ship's plaque occupies a place of honor on the

FRIENDLY *ROWAN* holds reception for VIPs. *Rt:* Honduran students hang gift chart on newly painted walls.









HERE'S HOW—Costa Rican students view display of life in U. S. *Rt:* Crew members learn about Cartagena, Colombia.

-and a Handshake

door to the clinic's *Rowan Room*, so named by grateful hospital personnel.

Tying up in the next port, Puntarenas, Costa Rica, called for the best seamanship *Rowan* had to offer. Mooring alongside the pier was complicated by heavy Pacific ground swells to which *Rowan* was forced to lie broadside.

Despite the fact that the ship was constantly rolling from 15 to 20 degrees, the crew successfully rigged a gangplank to the pier. After contriving one brow that rose from four to 12 feet above the pier and crumpling another between the ship and the pier, they created one—with a grade of about 45 degrees.

And, despite the fact that it rolled and pitched, over this gangplank in the next two days passed almost 3000 interested visitors, all eager to get a glimpse of Uncle Sam's Navy. Included in that glimpse was a display of encyclopedias, text books, maps and charts which *Rowan* was donating to the schools of Puntarenas. In making this gift, *Rowan* was aided by members of the U. S. Peace Corps who are teaching in Puntarenas. They knew just which books would do the most good.

The Peace Corps team was also invaluable in helping to show the Spanish-speaking visitors around the ship. Among the visitors was a party of little girls from a local orphanage, who were given the VIP treatment by the crew. Each of the girls received a doll, and it was obvious from their joy that there could be no better toy anywhere in the whole world.



TEAM WORK—These men made possible the gift of an X-ray to the children's hospital in Acapulco, Mexico.

The night before their departure *Rowan* sailors were treated to a concert by the local municipal band. The band played U. S. standbys including "Columbia, the Gem of the

SOUTHERN HOSPITALITY—*USS Rowan* (DD 782) anchors at Amapala, Honduras, during seven-nation goodwill cruise.







PARTY TIME—Midshipmen hand out refreshments during party for orphans. *Rt: Rowan* sailor tours San Felipe fort.

Ocean," "Bridge on the River Kwai," and the "Star Spangled Banner,"—all with a slight Latin accent.

NEXT *Rowan* entered the Panama Canal. Although *Rowan* made the canal passage at night, her decks were crowded with Navymen who didn't intend to miss the event.

When *Rowan* was lowered to the ocean on the Atlantic side of the canal, she set sail for the only mainland South American port—Cartagena, Colombia — that she would visit.

Tours of the fortified Spanish city of Cartagena, where the mammoth fortifications of Fort San Felipe overlook modern Cartagena, highlighted South American liberty. And again, Handclasp teams handed out everything from candy bars to cap guns.

In Cartagena *Rowan* was moored outboard of an American destroyer and three Colombian DDs. One *Rowan* Navyman recalls, "Each time we went ashore we found ourselves saluting, climbing and requesting our way across a large portion of the destroyer fleet of the Colombian Navy."

Then on to Willemstad, Curacao, where the presence of two Dutch destroyers triggered a bartering of sailor white hats. Navymen of both nationalities met and exchanged notes, not at all hampered by the fact that the notes were in different languages.

And here, too, white-clad ambassadors passed out dolls to little girls, cap guns to little boys, candy to both and, in general, made friends with Latin Americans.

HEAR THIS — Costa Rican grade school band entertains Rowan Navymen.



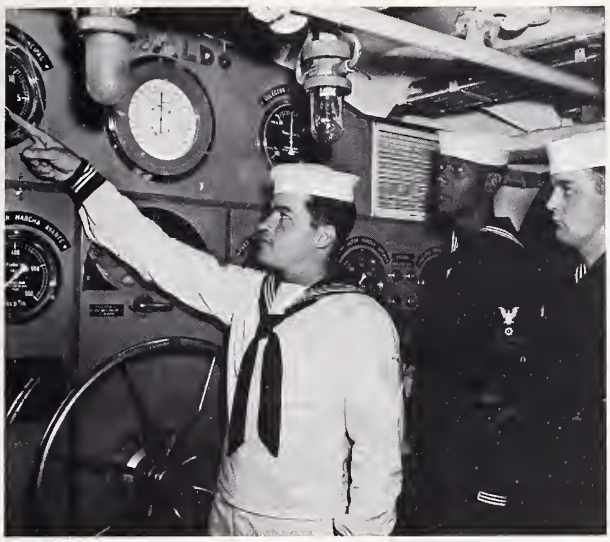
NEXT *Rowan* berthed in Kingston, Jamaica, with several other American warships, including USS *Wasp* (CVS 18). Fabled Kingston, a city of 350,000, had room for everyone, and a local hotel opened its doors to the visiting American fleet.

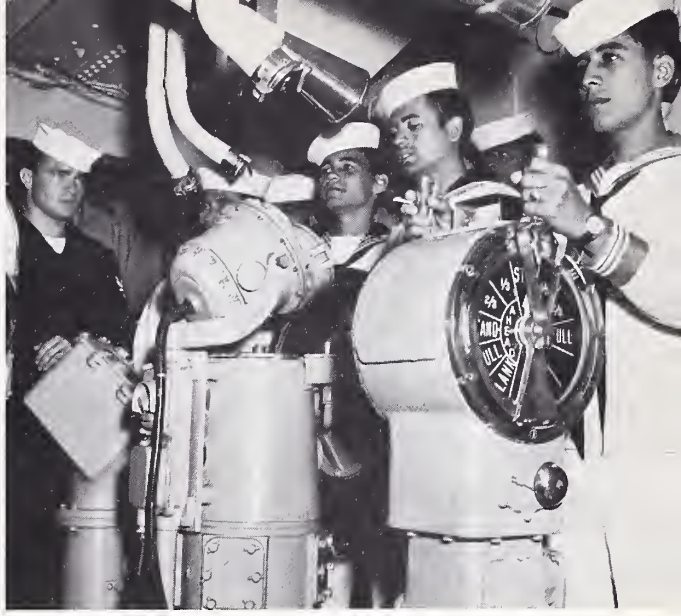
Rowan's last day in Kingston was a colorful one. United States ships in the harbor were in full dress, and the streets were filled with sailors celebrating the holiday that is as old as America itself: the Fourth of July.

When *Rowan* left Kingston on the fifth of July her Handclasp cargo was depleted. Having seen exotic places and friendly people, she steamed for her new home port of Philadelphia, stopping for a one-day stay at Guantanamo Naval Base.

Rowan Navymen will make other cruises to other places, but they'll always remember their Latin American tour. More important, thousands of Latin Americans along their route will not soon forget the bringers of Handclasp-style good will and pink paint.

—Jon Franklin, JO1, USN





TURN ABOUT—Crew members of *USS Prairie* tour *Almirante Garcia* and *(rt.)* Venezuelan sailors visit *Prairie*.

Venezuelan Visitors

The international reputation of Navy service schools was confirmed this summer when crews of two Venezuelan destroyers enrolled in nine-day courses at San Diego. The Venezuelans were crew members of visiting ships *Almirante Garcia* and *General De Austria*, and included 62 naval cadets.

Formal school training began immediately after their welcome by officers, midshipmen and crews of their host ships. Training included classes in operations, tactics, gunnery and damage control.

Both ships are Italian-built destroyers, about the size of U. S. Navy destroyer escorts. Crews normally total 14 officers and 104 enlisted men, though at the time several Spanish-speaking U. S. midshipmen were embarked for liaison purposes.

Venezuelan Navymen spent their spare time in activities scheduled by host ships uss *Prairie* (AD 15) and *Coontz* (DLG 9), including tours of Disneyland, Los Angeles, the San Diego Zoo and a sports-picnic. All were a big success.

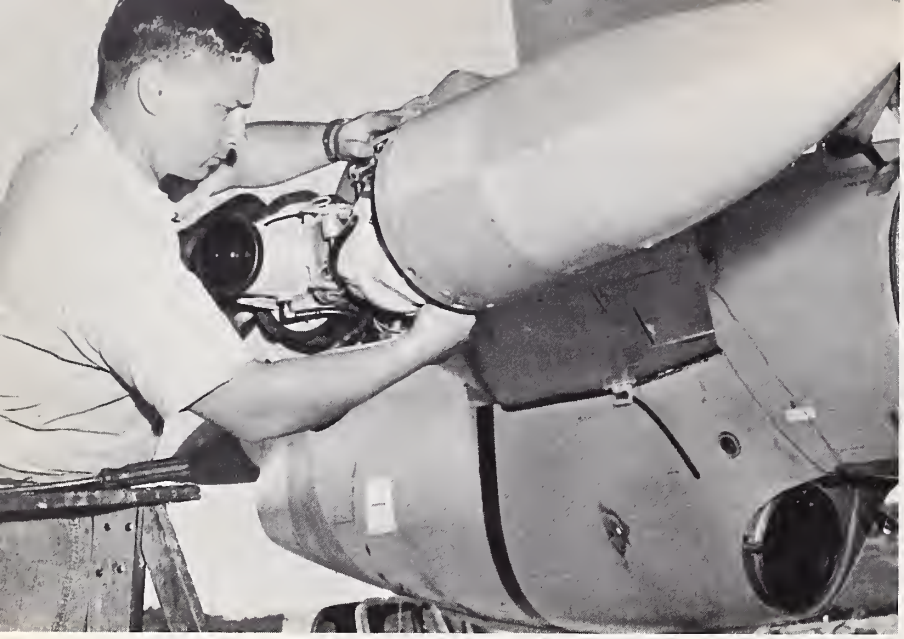
The ships returned to their home country via Acapulco and the Panama Canal Zone.



HELLO THERE—Venezuelan navymen exchange message with their own ship from the signal bridge of *USS Prairie* (AD 15) while aboard the AD.

VENEZUELAN destroyers rest in their berth during visit to San Diego.







ON CAMERA — C. Renaud, PH2, adjusts cameras in target drone. *Below:* Fast photos show missile's accuracy.



ROADS GALLERY—*USS John King* (DDG 2) fires one to evaluate missile system.



One Day in the Life

THE MISSILE-FIRING ships of the U. S. Atlantic Fleet would be less effective if it were not for the missile systems testing center at Naval Station, Roosevelt Roads, Puerto Rico.

It is here that the combat efficiency of newly launched missile ships is tested and evaluated.

Utility Squadron Eight provides the jet drones which are used in the evaluation operations. Two types of drones are used: the Q2C *Firebee* and the QF-9, a converted F9F *Cougar* jet.

The *Cougar* is ground-launched by complete electronic control. An escort aircraft, the DT-28 (T-28) two-seat trainer prop plane, follows behind the drone, with the DT-28 pilot guiding the drone electronically during take-off and landing.

DF-1D (FJ-3) jets take control after take-off to escort the drone to one of the two missile-firing areas off Roosevelt Roads. After a series of check-out maneuvers, the pilot controlling the drone brings it to the "hot leg" of the missile-firing area—a rectangular track several miles long. The ship conducting the missile-firing operations assumes control of the drone during firing exercises, while the escort aircraft executes a "hold" pattern at a safe distance.

Firing ships don't try actually to hit the drone, but calibrate their instruments to make a near miss. This does not damage the drone but still allows recording instruments to evaluate the ship's firing systems effectively.

During actual firing operations, electronic telemetering equipment in the nose of the jet drone relays pertinent information concerning each missile launch to the Caribbean Test and Evaluation Detachment at Roosevelt Roads. This information provides an analysis of the ship's missile launching systems.

After firing operations are com-



TARGET AWEIGH — *Firebee* drops from P-2 for missile firing exercise.

of a Missile Target

pleted, the jet escort aircraft regains control of the drone for the flight back to Roosevelt Roads. The propeller-driven escort plane takes control of the drone a short distance from the station to assure a slower, safer air speed during the critical landing period.

Flying only a few feet from the drone, both pilots in the escort plane maneuver the pilotless target into a landing pattern, land the drone, then release a drag parachute for stability before applying the brakes. Certain portions of the landing techniques are coordinated with a four-man ground crew which also has remote control over the jet.

Q2C *Firebees* are used in much the same manner as the full-size jet drone, but give the evaluation centers a much more critical analysis of the ship's systems, for the smaller *Firebee* flies higher and faster than the *Cougar*. The *Firebee* is launched from a DP-2E (P2V) *Neptune*.

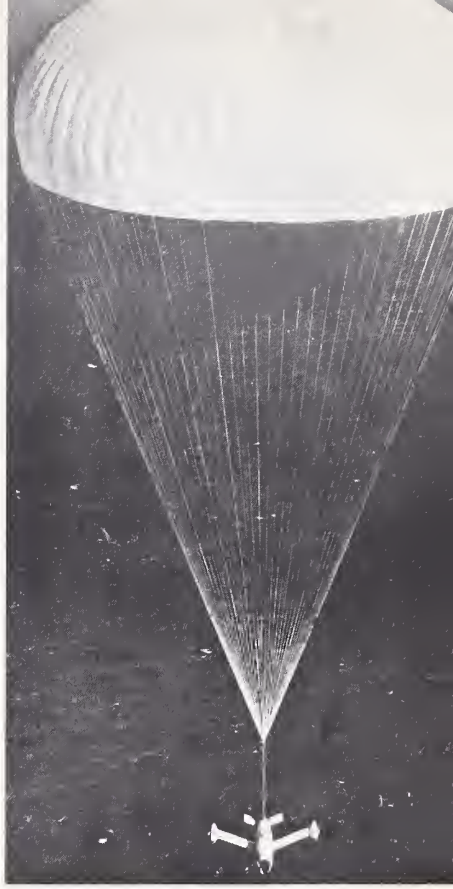
The *Firebee* is remotely controlled by technicians at Roosevelt Roads in an out-of-sight van located at the highest point on the station. There, with a large electronic plotting board and a remote control joy stick, the crew runs the drone through the required maneuvers and passes during firing operations.

After operations are completed the drone is flown to a recovery area and ditched by parachute into the Caribbean. A helicopter recovers it. After maintenance the drone is ready to go again.

Electronic instruments and high-speed aerial cameras in the *Firebee* and *Cougar* drones record some details of each ship's missile-firing operations.

In the six years since 1957, when Roosevelt Roads began missile evaluation work, the station has assumed an ever-increasing importance in the Navy's missile program.

—Bill Missett, JO2, USN.



CHUTE saves drone and copter returns it to NAS, Roosevelt Roads.



HOMING PIGEON — Drone *Cougar* returns to NAS after completing mission at sea with missile-firing ships.







SHIPPING OUT—Retiring Navy officers are rowed ashore after (Rt.) ceremony on board *USS Salisbury Sound* (AV 13).

'Coxswain, Proceed Handsomely'

PAGEANTRY, pomp, bugles, and banners. These marked the pacesetting ceremony recently conducted aboard USS *Salisbury Sound* (AV 13) at Naval Air Station, Whidbey Island, Wash., to honor six senior Navymen on their retirement from active service.

Most notable feature of the ceremony was the departure of the retirees—officers representing 138 years of naval service — from *Salisbury Sound* aboard an "Old Navy" pulling boat. This once customary manner of honoring retiring naval personnel is today rare, the ceremony at NAS Whidbey Island being the only case known during recent years in which it has been observed.

Rear Admiral William S. Guest, USN, Commandant 13th Naval District who serves also as COMFAIR Whidbey Island, felt that the unusual retirement ceremony would serve to express the Navy's appreciation for the many years of faithful and honorable service the retirees have devoted to their country. With a small amount of extra effort it was possible to create a ceremony of color and significance.

"Such ceremonies serve another important purpose in reassuring the rest of us that our service, and the work left yet to do, have meaning, purpose and dignity and are worthy of our greatest efforts," Com 13 said.

The main ceremony was conducted aboard *Salisbury Sound,* and inspection of the Guard of Honor was conducted on the adjacent pier. The retiring officers were escorted to their position on the pier by the NAS Whidbey Island Drum and Bugle Corps, passing through an avenue of thirty guidons held at the salute. The guidons represented all naval activities in the 13th Naval District. After inspecting the massed platoons of Navymen, the retirees reviewed a ceremonial drill presentation by the prize-winning NAS Whidbey Island drill team.

The honored officers were CAPT Thomas Robinson, CAPT Wallace M. Brown, CDR Francis C. Rutherford, CDR Arthur S. Linder, CDR Reid E. Coble, and LCDR Edward J. Nugent.

State flags figured prominently in the shipboard ceremony. As each officer's career was reviewed, the flag of his home state and his wife's

STATE FLAGS of retirees and their wives are paraded. (Rt.) One of the six retiring officers is piped aboard.





home state moved to a central point, symbolizing that the roots of national power extend deep into the states that make up the United States.

Each retiring officer spoke briefly to the assembled guests, expressing his feelings on the completion of his active service career.

To conclude the solemn ceremony, the retirees were individually "piped over the side" and took their place in the pulling boat while the 13th Naval District Band played "Auld Lang Syne." When all were in the boat, CAPT Durham ordered, "Coxswain, proceed handsomely. Make the seaplane base landing and discharge your passengers."

As the boat departed, a benediction was given aboard *Salisbury Sound*, bringing to a close nearly a century and a half of dedicated active naval service.

—Dick Benjamin, JO2, USN

Frigate *Belknap* Launched

The 7900-ton guided missile frigate *Belknap* (DLG 26) was launched recently in Maine. She is the second ship to bear the name.

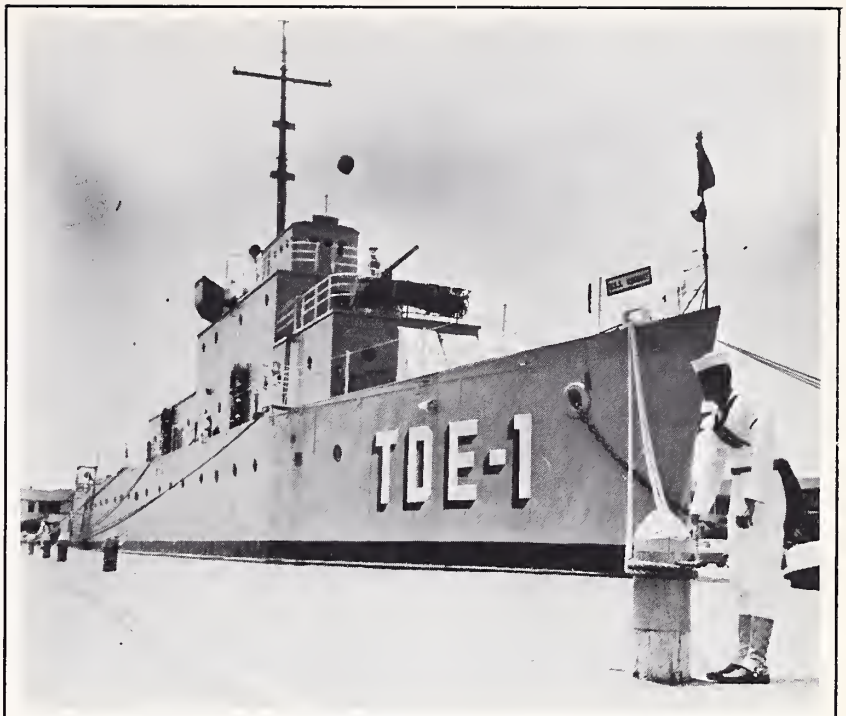
Belknap is 547 feet long and has a 54-foot, nine-inch beam. She is similar to USS *Leahy* (DLG 16), *Harry E. Yarnell* (DLG 17) and *Worden* (DLG 18) except the missiles aft on the earlier ships were replaced in *Belknap* by a gun, pointing up its continuing role in the nucleonic, electronic Navy.

Belknap will carry a dual *Terrier-Asroc* missile launcher forward, a dual 5-inch/54-caliber gun aft and two conventional 3-inch/50-caliber guns and torpedo tubes amidship.

She will also be equipped with a helicopter landing platform and will carry modern search equipment and gear for detecting air and underwater targets.

The ship is named for RADM George E. Belknap, USN, who distinguished himself during the Civil War, led an expedition against Formosa and did important survey work in the Pacific. The first *Belknap* (DD 225) was also named in his honor.

The ship's name also honors the late RADM Reginald Rowan Belknap, USN, President Theodore Roosevelt's naval aide who later coordinated preparations for the North Sea mine barrage and commanded Mine Squadron One in World War I. He was awarded the Distinguished Service Medal for this duty.



700,000 Navymen Have Sailed in USS Recruit

There's a ship in San Diego that undertakes preparations daily in order to go to sea, but she's never made it. It doesn't seem likely she will either, for she's anchored solidly in concrete. In spite of her handicap, however, she is an important part of the Fleet.

She is USS *Recruit* (TDE 1) which in July observed her 14th year of training young Navymen in the ways of life at sea.

Recruit, so named because of her boot camp crew, is the only landlocked "commissioned" ship in the Navy, and is equipped to acquaint future Navymen in the use of sound-powered phones, line handling, and fundamentals of shipboard drills and procedures.

"Commissioned" in July 1949, she is built to scale, roughly two-thirds the size of a destroyer escort.

By 0800 every morning (except Sunday) the ship is fully manned and the crew stands at attention as the colors are raised on the flagstaff. A short time later, with all hands at their stations, the ship is made ready for sea. The lines may not be cast off as smoothly as those handled by a seasoned crew, and the orders may not be repeated with the crisp, clear confidence shown by rated petty officers, but *Recruit* does—in theory at least—head for the open sea. While "at sea" the youngsters are rotated in their tasks to familiarize them with all facets of shipboard activity.

When it's time to return to port, the procedure is reversed: The lines must be cast at exactly the right time and in the right order when the ship is secured to her moorings. This sequence is repeated no less than 16 times for every Navyman in recruit training—and the Naval Training Center in San Diego trains over 50,000 recruits yearly.

Primarily *Recruit* exists to give recruits first hand knowledge in the fundamentals of seamanship. Standard deck gear found on all vessels is also found on the decks of *Recruit*.

On the main deck forward is a three-incher, while two K guns are located astern.

There are lifelines, an accommodation ladder, quarter deck and bridge. There are signal halyards, searchlights, engine order telegraph and wheel; the only thing keeping her from sailing out of her concrete channel is the lack of engines and screws.

In the short span that *Recruit* has been in existence, she has trained enough sailors to fill the ranks of the Navy—some 700,000 men.

MIDWAY—

The Battle That Turned

LATITUDE 28° 14', Longitude 177° 24'. This is Midway, a dot in the vast Pacific. Less than three square miles in size, it nevertheless holds an important spot in history.

Little is known of Midway Atoll from the time it emerged above the Pacific, as a result of volcanic action, until the time of its discovery by Captain N. C. Brooks, sailing the Hawaiian ship *Gambia* in 1859.

In 1867, Midway (there are two main islands, Sand and Eastern, making up the atoll), was formally proclaimed a United States possession when Navy Captain William Reynolds visited the islands in USS *Lackawanna*. During the remainder of the nineteenth century, about the only visitors to Midway were shipwrecked mariners who found themselves on a barren waste of sand and coral.

The first permanent settlement on the island was the establishment of a relay station in 1902 by the Pacific Commercial Cable Company. In 1903 it became the U. S. Navy's task to look after this tiny possession, and for the next 37 years a small Marine garrison was kept on the island.

It wasn't until war clouds began to hover over the Pacific that a concentrated effort was made to build this island into an operating base. It became a part of our perimeter defense.

Midway's tiny community grew in 1930 when a commercial air line made this island, midway across the Pacific, a fuel and rest stop.

The beauty of the island was greatly enhanced through the efforts of the air line and the cable company. Trees, flowers, grass and topsoil (for nothing would grow in the coral sand except scaveola bush) were painstakingly hauled from Hawaii and California to landscape the island as we know it today.



ON THE ISLAND — Plaque is dedicated to those who lost their lives during the Battle of Midway.

The fortifications and related facilities were built in 1940-41 by the Navy.

THERE WAS little in its recorded past to suggest that Midway would provide the stage for one of the most significant dramas in the history of naval warfare. Yet, in 1942, tremendous forces converged a few hundred miles to the Northeast.

After their highly successful attack on Pearl Harbor, the Japanese Fleet steamed through the Western Pacific and Indian Ocean. At Midway they hoped to destroy what remained of the U. S. Fleet and occupy the atoll as an advanced base.

There was considerable controversy among high officials of the Japanese Navy as to the feasibility or necessity of the operation. However, the grand strategy was decreed — Midway must fall.

Fortunately, superior intelligence techniques gave Admiral Nimitz the warning he needed to prepare for this most crucial of battles of WW II. On 2 May 1942, the Admiral and members of his staff flew to Midway to discuss the situation with Navy and Marine Corps commanders on the Island. The next few weeks saw a build-up of anti-aircraft guns, dive bombers, fighters, tanks and infantry forces. Midway was to be ready to defend itself.

The planned Japanese conquest of Midway was supposed to follow the capture of another objective in their victorious sweep through the Southwestern Pacific. This was Port Moresby, New Guinea, the gateway to Australia.

Port Moresby was saved in early May 1942 in the Battle of the Coral Sea. Heavily damaged in that battle, the aircraft carrier USS *Yorktown*

HOT SPOT—Heavy anti-aircraft fire greets Japanese planes attacking Pacific Fleet forces off Midway in June '42.



the Tide

(CV 5) proceeded to Pearl Harbor where she underwent emergency repairs. She was to fight again.

ADMIRAL NIMITZ ordered all the seapower he could gather to set course for Midway on 28 May, there to await the battle and invasion attempt counterintelligence had primed him to expect. Sailing from Pearl Harbor were the aircraft carriers *Enterprise* (CV 6), *Hornet* (CV 8), eight cruisers, 14 destroyers, and two oilers. The destination was Point Luck, 350 miles northeast of Midway to await the unsuspecting Japanese.

The Japanese armada, consisting of over 100 ships and 685 aircraft, was underway on 29 May 1942. Included in this formidable fleet were four aircraft carriers, 11 battleships, 70 destroyers, 15 submarines, 18 oilers and 40 miscellaneous vessels. The super-battleship *Yamato,* carried the Japanese Commander in Chief, Admiral Yamamoto. His task forces were headed by seven Vice Admirals and eleven Rear Admirals. Under their command were tens of thousands of men. Their objective—Midway Island.

On 30 May, *Yorktown* — accompanied by two heavy cruisers and six destroyers—put to sea to rendezvous with the *Enterprise* and *Hornet* and supporting ships already in the vicinity.

Confidently the Japanese armada sailed toward Midway while, secretly, the much smaller U. S. Fleet steamed in waiting northeast of the island. History was about to record one of its finest hours.



NAMESAKE—Well known attack aircraft carrier *USS Midway* (CVA 41) carries name of the important victory as she cruises with Pacific Fleet today.

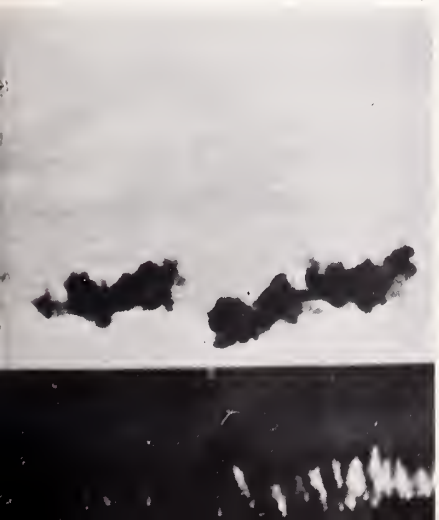
ON THE MORNING of 4 June, while Midway - based patrol planes were feverishly searching out the main enemy carrier striking forces, the Japanese carriers launched their attack waves against the island.

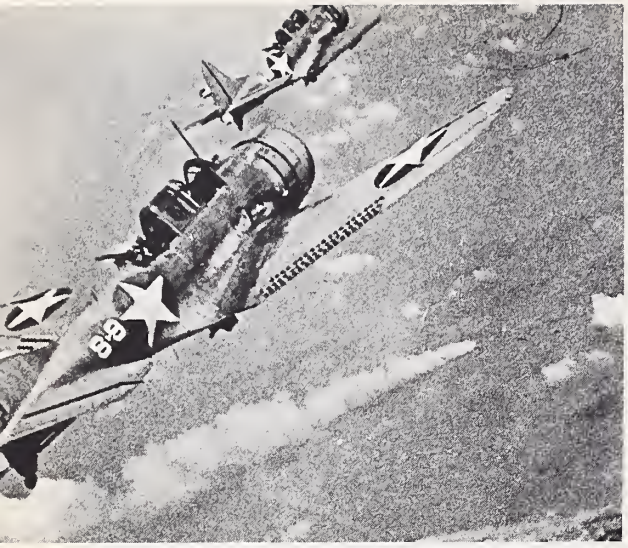
After inflicting heavy damage, the senior Japanese strike leader recommended that a second attack was needed to soften the island for the landing force. By a fateful decision, the Japanese admiral ordered the carriers to change schedules. Air-

IN MEMORIAM— Honor guard marches during Battle of Midway ceremony.



DECISIVE battle was won at Midway.







LOOK OUT BELOW—*Dauntless* dive bombers make run on enemy ships. *Rt:* Disabled *Avenger* returns to Midway.



craft armament held in readiness to attack the American carrier striking force, should it be detected, was changed for a second strike against Midway. Returning aircraft from the first strike were recovered for refueling and rearming.

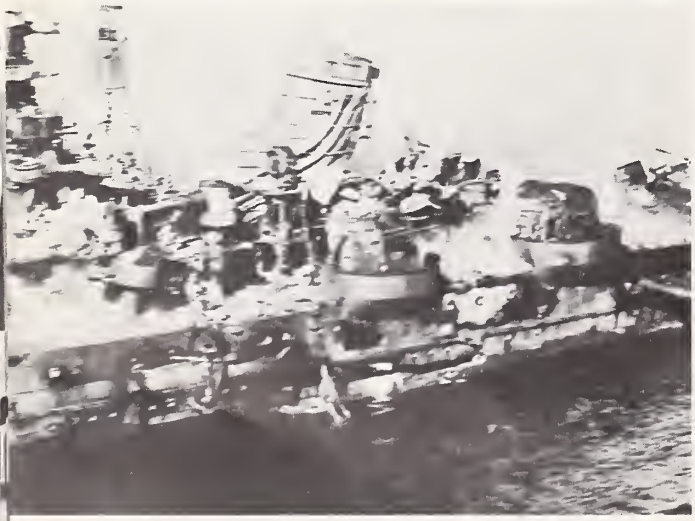
It was at this moment that the American aircraft pressed home the attack. Leading the attack were torpedo planes from the carriers *Enterprise* and *Hornet*. The enemy put up a murderous anti-aircraft barrage which was aided by fighters launched to repel the attackers. Of 41 U. S. torpedo planes, 35 were lost in this almost suicidal attack. None of the torpedoes scored a hit, but it was through the gallantry of these men in pressing home this low-level attack that our high flying dive bombers were able to commence their attack against the enemy carriers comparatively unmolested.

In the space of two minutes the attackers were able to score mortal blows against three enemy carriers. Before the battle was over, the enemy was to lose a fourth carrier to American air action, while the Americans suffered the loss of the carrier *Yorktown*, the prize the Japanese missed at Coral Sea.

With the loss of four major carriers and their aircraft, Admiral Yamamoto withdrew what was left of his fleet. The invasion was abandoned and a hard-hit but victorious U. S. Fleet remained in action. The tide had turned.

It is a tradition that Americans now serving on the island of Midway annually commemorate the deeds of the brave men who gave so much to their country at that crucial moment in history.

FLAG IS RAISED as enemy attacks island. *Below:* Damaged Japanese cruiser and *Midway* before modernization.







CREWS LINE decks of the submarine *USS F4* and her sister ships moored to pier at Honolulu, Hawaii, in 1914.

USS F4 Found Final Resting Place at Pearl

Official Navy records listed the submarines *Narwhal, Dolphin, Tautog, Cachelot* and *Cuttlefish* as present on the day Pearl Harbor was attacked. However, another submarine—USS *F4*—was also there.

True, no lookout reports emanated from *F4* and she fired no shots on 7 December, but she was there.

Long since stricken from the records, *F4* has reposed in Pearl Harbor since 1915 and now lies on a heading of 43.5°T, 40 feet off the Submarine Base berth Sierra 14.

F4 began her naval career on 6 Jan 1912 when she was christened and launched at Seattle. Shortly after commissioning in May of 1913 she suffered a severe battery explosion and in August 1914 was towed by the armored cruisers USS *South Dakota* (ACR 9) and *West Virginia* (ACR 5) to Pearl Harbor for repairs. The subs *F1* and *F3* had already made the same trip under tow by the same two ships.

By December 1914, *F4* had completed all repairs and after test runs commenced normal operations. However, on 25 Mar 1915, *F4* failed to return to base following a routine training mission off Honolulu Harbor and was presumed to be sunk off the harbor entrance where she had been conducting diving operations that day. The commanding officer, LT A. L. Ede, and a crew, of 20 men were lost aboard.

Efforts were made to locate the missing ship and save the crew, however, to no avail. The ship was finally located a mile and a half from the harbor and lying in 305 feet of water.

Salvage in 1915, however, presented serious problems. The number of deep-sea divers was few and escape and salvage equipment especially tailored for submarines did not exist at that time. By 1 Apr 1915, a party of expert deep-sea divers, Gunner G. D. Stillson and Gunners Mates Stephen Drellishak, Frank Crilley, Frederick Neilson and William Loughman had assembled in Pearl Harbor.

With them came a recompression tank and additional lengths of hose, for although a few of the experts had made dives to 280 feet, no one had passed 300 feet. They were also accompanied by Passed Asst. Surg. G. R. W. French, USN, who had been associated with these divers during their record-breaking descents to 280 feet.

The divers went to work immediately, diving in turn, to assist in fastening cables around the submarine so that she might be lifted from the bottom and moved shoreward. It was a tedious job, with a minimum of three hours spent to get 20 minutes of diver time on the bottom.



ON LINES — This is how *USS F4* looked in 1915. Today, she rests on bottom of bay at Pearl Harbor.

During one dive Loughman became fouled in the hoisting cables at a depth of 275 feet. He was eventually rescued by Crilley after having been subjected to this abnormal pressure for four hours. Loughman spent the next nine hours "soaking" in the recompression chamber. The forethought in bringing the chamber paid off.

Unfortunately, when *F4* had been raised to within 50 feet of the surface, a sudden storm thwarted the salvage effort and a new approach had to be taken. Six specially designed pontoons were manufactured at Mare Island and brought to Honolulu by USS *Maryland*. The salvage job began again, and on August 29th the submarine was finally raised and brought to a temporary rest in a Pearl Harbor drydock where her silent crew was removed.

Later F4 was towed to a back water adjacent to the Submarine Base and grounded in the shallow water.

In 1940, with the construction of new piers at the Submarine Base, the problem of F4 arose again. The final solution was to bring a large dredge, scoop a trench alongside and roll the boat over into the trench. This was done and there today remains USS *F4*, which—together with USS *Arizona* and partially submerged USS *Utah*—lies in its final resting place in the quiet waters of Pearl Harbor.

—John F. Riley, CDR, USN.

SUNNY SOUTH — Illinois Reservists of VF 725 tend to their *Furies* at Roosevelt Roads, P. R., during training.

Operation Springboard

FIGHTER SQUADRON 725, which calls NAS Glenview, Ill., "home," became the first Naval Air Reserve jet squadron to be deployed outside the continental United States for active duty for training when it began its two weeks' annual training duty at USNS Roosevelt Roads not long ago.

The Weekend Warriors, originally scheduled to train at NAS Cecil Field, Fla., were ordered to take part in the Atlantic Fleet's *Operation Springboard*, an annual competitive exercise (COMPEX) involving ships and naval aircraft in Fleet exercises.

Once the decision had been made to deploy the Reservists for *Springboard*, key squadron personnel were assigned the job of planning the movement to Puerto Rico. Navigation routes and refueling stops were figured, discussed and refigured. Airlift requirements for ground personnel, spare parts, and other squadron gear were determined. The jets were scheduled for refueling stops at four different points between Glenview and Homestead AFB, Fla., so that no single base would be overloaded beyond its manpower and refueling capacity.

Thirty-eight pilots and line officers and 65 enlisted Reservists participated in the training. They flew the AF-1E *Fury*.

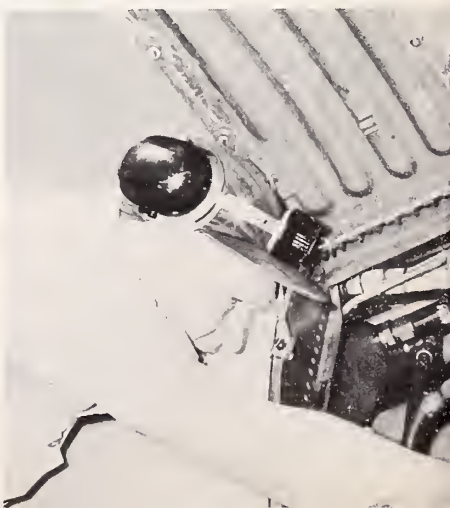
A briefing was held for all pilots at Homestead on the second morning out of Glenview. A final refueling stop was made at Guantanamo Bay before the jets pointed for Roosevelt Roads.

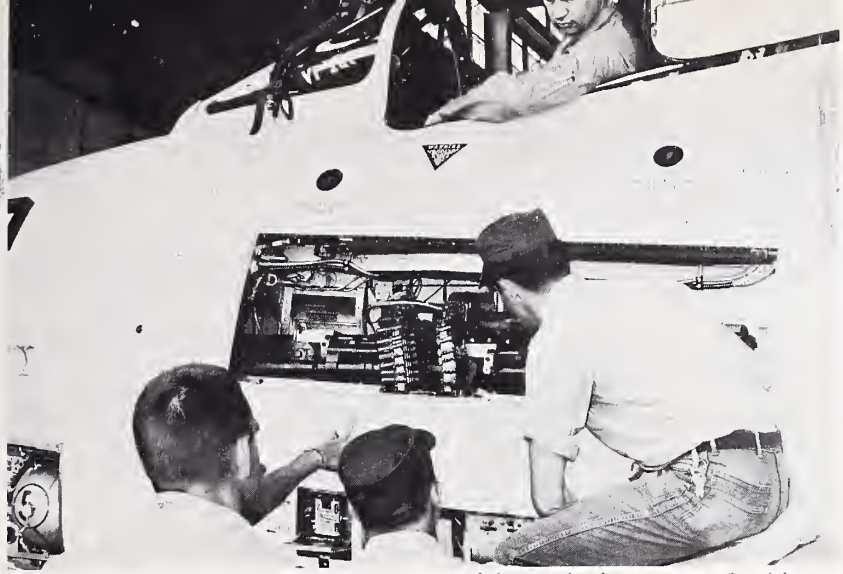
The Reservists' role in *Operation*

FIRST TIME — Naval Air Reservemen joined Fleet outside United States to participate in *Operation Springboard*.









TEAMWORK—Reserve jet gets going over while on deployment in Caribbean.

Springboard was primarily one of support. The jets provided targets for the radar trackers on board ship, who were being graded on how well they tracked the aircraft at various altitudes.

VF-725 flew twice as many hops as requested originally. Runs were made individually or in sections, at various speeds, and at altitudes ranging from 30,000 feet down to the deck. The Reservists also got in some high altitude GCI and vectoring work with fighter teams and a bogey.

Syllabus training was worked in around *Springboard* flights whenever convenient. The Reservists also ran their own COMPEX – in bombing and rocketry—within the squadron. Some Reservists also participated in a "maximum effort exercise" conducted by the Puerto Rican Air National Guard.

All in all, VF-725 flew 595 hours on the cruise, including the fly away and fly back.

During the fighter squadron's stay at Roosevelt Roads, Utility Squadron 8 acted as host squadron, serving as liaison between the jets and the ships operating in *Springboard*.

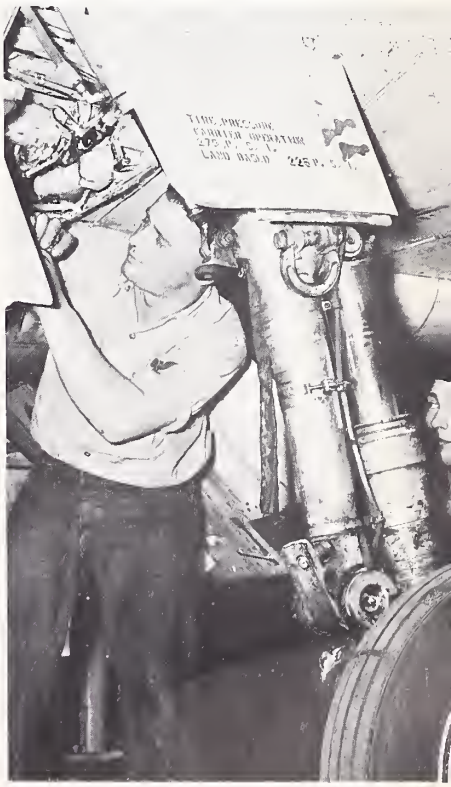
Jets were kept in operating order by members of Naval Air Reserve Maintenance Unit (NARMU) 725 and active duty enlisted personnel from Glenview. VU-8 had originally reserved more than half of Hangar 200 for VF-725's "hangar queens"—aircraft in need of repairs or maintenance—but at no time did disabled planes occupy more than 25 per cent of the space reserved for them.

The Reserve squadron also made use of a "flight following." A C-54, carrying maintenance personnel, met the jets at Homestead, prepared to service any squadron aircraft that might be griped down at the base. The idea paid off, as the maintenance crew solved a couple of problems for Roosevelt Roads-bound jets.

The overseas deployment of VF-725 served as a morale booster to squadron personnel, and it proved once more to Fleet units the readiness of the Naval Air Reserve.



ALL SET — Pilot of VF-725 checks with his line crew as he prepares to take off to participate in the Atlantic Fleet's training exercise.



WEEKEND WARRIORS see the sights, and put their know-how to practical use.









TOP SIDE — Sixth Fleet sailor enjoys view from Acropolis *(rt.)* while others view ruins of the Porthenon.



PALACE GUARD wos colorful subject for photographers. *Below:* Navymen odmire ruins of oncient Greek temple.



Birthplace of Democracy

VISITING ATHENS, Greece, and not seeing the Acropolis can be compared to visiting Philadelphia without seeing Independence Hall. Independence Hall and the Liberty Bell symbolize the foundation of America, while the Acropolis is a living monument to the Golden Age of Greece.

Sixth Fleet Navymen and Marines, touring Athens, usually begin at the ages-old architectural masterpieces atop the plateau of the Acropolis which overlooks the modern city. These buildings, erected hundreds of years before the birth of Christ, offer the modern tourist an insight into the spirit of the architects, philosophers, dramatists, artists and politicians who lived in Greece during her Golden Age.

Today, the Parthenon (most famous of the Acropolis' ancient structures), the Propylaea, the Temple of Athena Victory, the Erechtheum and other monuments are swarming with tourists, amateur photographers, servicemen and students, curious about the meaning of these ancient pillared and marble-laden buildings, and struck by their great beauty.

Recently, a typical organized tour was taken by Navymen and Marines of Amphibious Squadron 12, the Mediterranean Amphibious Striking Force. First they visited the Acropolis, then drove in chartered buses through the city while tour guides pointed out such local sights as the Temple of Zeus, the statue of Lord Byron, the Tomb of the Unknown Soldier and the Royal Palace.

They stopped for photos of the Olympic Stadium (built of marble as a replica of the ancient stadium at Olympia), then returned to the Royal Palace for the hourly changing of the Evzone Palace Guard.

Dressed in Hellenic uniforms and carrying bayoneted rifles, the guards march in single file toward the man on watch. His relief steps briskly from the file, salutes, and assumes the post as the off-going guard fills the space in ranks. Completing the ceremony, the squad crosses the street and returns to the barracks. Guards must be at least six feet tall and are hand-picked from the Greek Army.

After lunch, the servicemen rode to Daphni and visited a 900-year old Greek Orthodox church. Inside the church are huge Byzantine mosaics, the most impressive of which is a monumental face of Christ on the ceiling of the dome.

The Sixth Fleet encourages its men to participate in such tours to bring about a better understanding of history and, what may be more important, an understanding of the European people.

—Michael J. Bono, JO3, USN.

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D.C.

Command At Sea Eligibility

SIR: Article C-1316 of the *BuPers Manual* states that an LDO shall be eligible to succeed to command when he has a letter from a commanding officer authorizing him to perform all deck duties afloat.

As an LDO in the 600 series, I don't have a letter for this. I have letters of qualification as OOD and CDO and have served one year as operations officer in an AO.

All the department heads on board were LDOs, but no one had a letter authorizing him to perform all deck duties afloat. What is our status as to succession to command on board ship and in boats?—R. J. L., LTJG, USN.

• *A limited duty officer can succeed to command at sea only if he is designated in writing to perform all deck duties afloat or, as explained in Article C-1316 of the "BuPers Manual," is ordered to CO or XO duty afloat by BuPers.*

Qualification as an Officer of the Deck or Command Duty Officer does not, in itself, certify eligibility to succeed to command at sea.

Since there apparently was no specific designation in your case, neither you nor the other LDOs are eligible to succeed to command at sea, either under authority of the "BuPers Manual" or Article 1331 of Navy Regulations (Authority in a Boat).—ED.

Dual Employment for CWO

SIR: I enlisted in the Navy in November 1933. After 20 years of service I went into the Fleet Reserve. My permanent rating upon transfer to the Fleet Reserve was chief aviation ordnanceman, but I served under temporary appointment as a warrant officer and chief warrant officer from 15 Jul 1944 to 31 Jan 1946, and from 1 Feb to 15 Oct 1946, respectively.

At present I am a Civil Service employee.

Later this year, upon completion of 30 years' total service (20 active; 10 Fleet Reserve), I will be placed on the Retired List. Will it be as a chief warrant officer? If so, will I be permitted to retain my present position with Civil Service without jeopardizing my retired pay?—C. R. N., AOC, USN (Ret.).

• *When you retire from the Fleet Reserve you will be advanced on the Retired List to the grade of chief warrant officer, W-2, if the Secretary of the Navy determines your service in the chief warrant grade was satisfactory.*

Under existing laws, as interpreted by the Court of Claims and the Comptroller General, you will not be subject to either the Dual Employment Act or the Dual Compensation Act, even though you may, upon retirement, be advanced to a commissioned warrant grade.—ED.

Chevrons Point Up, Down

SIR: Have you ever wondered why the chevrons on Navy and Air Force uniforms point down, while on Army and Marine Corps uniforms they point up? I've been wondering about this rather obvious uniform difference for some time—and have yet to find a meaningful explanation. — M. D. C., ABF2, USN.

• *We've found nothing in the historical records of military uniforms that indicates why chevrons point down when used to designate Navy and Air Force grades, and up for the Army and Marine Corps.*

The Laws of Heraldry, according to the Naval Uniform Board, indicate that chevrons worn above the elbow point down. This might be considered one reason for the manner of wearing Navy and Air Force chevrons, but it certainly doesn't apply to Army and Marine Corps stripes.

Here's some historical background on the subject. Prior to 1847 noncommissioned officer rank was indicated on American uniforms by varieties of epaulettes, number and arrangement of buttons on the sleeve, and richness of braid on the coat. In 1847, the Army adopted point-up chevrons as indicators of noncommissioned rank. These chevrons were changed to point-down in 1851, and that prevailed in the Army until 1903 when the point-up chevron was readopted. The Marine Corps adopted chevrons to denote rank on the uniforms of noncommissioned officers in 1859. At that time the point-up chevron, still worn today, was prescribed. The chevron, as part of the Navy enlisted rating badge, first appeared in 1886. It was a point-down chevron and has remained so ever since. The point-down chevron worn by the Air Force was adopted after that service became independent in 1947.

As displayed on coats of arms, the chevron is usually depicted point-up. In heraldic language, the chevron is described as "rather more than the lower half of a Saltire," the Saltire being an "X" configuration often known as a Saint Andrew's Cross.

The dictionary defines a chevron as "a distinguishing mark to indicate rank or service, consisting usually of stripes meeting at an angle on the coat or shirt sleeve." You'll note it doesn't specify the direction of the point.—ED.



BIG DIPPER—An SH-3A Sea King helicopter of HS-10, operating from Ream Field, Imperial Beach, Calif., sets down in waters of San Diego Bay.



THE FRIGATE *Ranger*, commanded by John Paul Jones, receives first salute to the American flag, in Quiberon Bay in 1778, from a French admiral. The painting is a prized fixture in USS Ranger (CVA 61).

Requesting Permission to Go Ashore

SIR: A discussion has come up on my ship concerning the procedure an enlisted man should use when presenting himself to the Officer of the Deck while departing on leave or liberty or returning.

The references I've seen are conflicting. *Navy Regulations*, Art. 1017, states you shall report your authority for leaving the ship to the OOD. The *Bluejacket's Manual* says you request permission to leave the ship, and report your return on board.

Naval Orientation indicates an officer reports to the OOD that he has permission to leave the ship, and reports his return on board, but it does not mention anything about enlisted men. — J. J., MMC, USN.

• *Both the "Bluejacket's Manual" and "Basic Military Requirements" (NavPers 10054-A) state that enlisted personnel will, when departing their own ship, "request permission to leave the ship," and, upon returning, "report their return aboard" to the OOD.*

Art. 1017 of "Navy Regs" instructs the OOD to require all persons leaving or returning to the ship to report to him or his representative, and, on leaving the ship, "they shall report authority to do so."

The practice in leaving one's ship and reporting back aboard varies somewhat from one command to another. The usual practice is for enlisted men to "request permission to go ashore" as described in the references above.

The OOD may have a liberty check list to make sure only authorized men leave the ship, or he may accept the fact they have such authorization when they request permission to leave. Or, the OOD may require proof, such as a liberty card.

The OOD is the final judge regarding authority to leave ship. Therefore, he must give permission for personnel to leave. Requesting permission to leave, it follows, is completely appropriate. In reporting back aboard the normal procedure for enlisted men is to "request permission to come aboard."—ED.

About that Photo . . .

SIR: On page 21 of the May 1963 ALL HANDS a caption reads in part "Representatives of three generations and four classes of destroyers." ALL HANDS apparently made an error—because the outboard ship is USS *Weiss* (APD 135).

I know other APD sailors will join me in wanting to set the record straight since we are just as proud of our ships as destroyermen are of destroyers.—J. E. R., YN1, USN.

• *You are right for, although APD 135 was originally scheduled to be DE 719, she was converted to a high speed transport during construction.*—ED.

Just a Small Miracle

SIR: Re my letter in the May issue: So I goofed! Make it 2500 gallons of oil an hour pumped to another destroyer by USS *Forrest Sherman* (DD 931) vice 25,000. We're good, but . . . —T. F. Fallon, LT, USN.

• *You slipped under the wire, Lieutenant. Not one little protest from the whole Fleet—yet.*—ED.

Parsons Belongs to Hull Class

SIR: As destroyermen, we of USS *Parsons* (DD 949) thoroughly enjoyed the Destroyer issue of ALL HANDS. We were particularly pleased that you chose a picture of *Parsons* for your centerspread. Unfortunately, the picture you selected was an old one, taken on sea trials before commissioning, with the Ensign flying aft and the builder's flag flying at the yardarm. An up-to-date photo would show *Parsons* at sea, properly dressed as a Navy ship.

One small correction to the description accompanying the picture: *Parsons* is a *Hull* (DD 945) class, not a *Forrest Sherman* class, destroyer. The most obvious difference in the two classes is the location of the MK 68 and MK 56 directors. — H.O. ANSON, JR., CDR, USN.

• *Thank you for your comments. We're glad you enjoyed the magazine and are happy to point out* Parsons *as a commissioned ship of the line.*

Although our reference material shows Parsons *to be of the* Forrest Sherman *class, BuShips agrees with you.* Parsons *and* Hull *were a part of the same building program as* Forrest Sherman, *but owing to minor modifications to* Hull *and the ships that followed, another class was established within the same building program.* Parsons *is officially a* Hull *class ship.* — ED.

Wave Gunnery Instructors

SIR: I would like to know if a Wave has ever been rated as a Gunner's Mate. Some of my shipmates claim two Waves had this rating. I say they had a specialist rating but were not actually Gunner's Mates.—J. T. M., GMG1, USN.

• *Our editor in charge of detective work uncovered no evidence that Waves were rated as Gunner's Mates. However, during World War II, there were enlisted women who were in a Specialist, Gunnery (SpG) rating. As a rule, they served as instructors in aviation gunnery.*

The Wave SpG rating was absorbed by the TD (Training Devices and Repairman) rating. Records indicate there were probably less than 10 Wave SpGs on active duty by March 1948.—ED.

Deep Freeze Football

SIR: I would like to invite your attention to a picture on page 46 of the June issue captioned "Pole to Palms." Perhaps you would be interested to know that this shot is of a football game in progress at the Amundsen-Scott South Pole station. The amazing men of MCB-8 had asked me, as chaplain, to see if I could find them a football while at McMurdo Station on a trip. I couldn't, but meanwhile someone turned up a basketball.

The Seabees played their game on a field nearly 10,000 feet above sea level, in balmy Antarctic spring temperatures of minus fifty and lower. I found it a

trying task to walk 50 yards without tiring—because of the altitude, cold and wind—but these hearty Seabees not only engaged in a heavy construction program under conditions which stagger the imagination, but in their spare time they played football!—C. B. Young, LT, CHC, USNR.

• *As far as the Seabees are concerned, the difficult is easy, the impossible takes a little bit longer.*—ED.

Again, Who's Senior?

SIR: I am presently attached to a Seabee Battalion, MCB-10, where one of our most controversial subjects is rate precedence.

According to the *Bureau of Naval Personnel Manual* (Article C-2103), the Group V rate is senior to any Group VIII rate. The Seabee side of the story is that when any fleet-type rate, listed senior to the Group VIII rate, is serving with us, the fleet-type rate is junior in any matter concerning the military aspect of the Seabees.

We, the fleet-type sailors of MCB-10, would like to prove once and for all that we are senior in all respects in military matters.—G. R. T., YN2, USN.

• *Both "Navy Regulations" and "Bureau of Naval Personnel Manual" are unbending; neither publication makes any provisions for the realignment of normal military precedence in the situation you described.*

A Group V rate is still *senior.*—ED.

The Union Jack Up Forward

SIR: Recently a seaman asked me what the stars and the blue field of the Union Jack represented and why it was flown forward.

I was able to answer his first two questions but the third one stumped me. I looked through numerous naval books and asked quite a few people on board but neither the books nor the people I asked enlightened me any. Perhaps you can.—F. A. J., SM3, USN.

• *As you apparently know, each star of the Union Jack represents a state although no one star represents any particular state. The blue field represents the union of the states.*

Apparently we delved into the same books you consulted to find the answer to the third question for, although most sources mentioned the Union Jack, none actually gave a complete history.

The General Signal Book of the U. S. Navy in 1908 stated that "the Union Jack is a sign, in port of dress, and is to be worn in good weather hoisted on a staff shipped in the bows or on the head booms forward when colors are hoisted. It is not to be worn while coaling ship, when washed clothes are up, when sails are loosed to dry, nor on square-rigged ships when topgallants are not crossed."

It seems certain, however, that the jack was in use at a very early period in our Navy and was probably one of the customs taken over from the British Navy which has used a jack type flag since the early 17th century.

You probably haven't heard the last of this. Our researchers usually come up with an answer. On the rare occasions when they don't, our readers do.—ED.



OPEN SEAS AHEAD—The Pearl Harbor-based submarine rescue vessel *USS Greenlet* (ASR 10) leaves her home port for a typical assignment.

Longest Voyage Home?

SIR: USNS *Blatchford* (T-AP 153), an MSTS troop transport, has just completed what may well be the longest voyage of any ship in history. (According to maritime usage, a voyage is a round trip from home port to home port, or from a CONUS port to one or more foreign ports and return to CONUS.)

As part of the United Nations Congo Sealift, *Blatchford* steamed 178,968 nautical miles on a single voyage. During the two and one-half year voyage, we transported 36,809 Moroccan, Indian, Indonesian, Malayan and Pakistani troops.

Can any ship—Navy or otherwise—beat this record for the longest voyage? —David E. Cook, LCDR, USNR.

• *Your challenge seems to have the makings of a record to shoot at. If your "longest" falls, you might have another record . . . how many U. S. Navy ships have carried 36,809 passengers on a single voyage?*—ED.

Right Arm Rates

SIR: In the ALL HANDS article on right arm rates which appeared on page 24 of the March 1963 issue, I believe there was a mistake in your reply.

If my memory doesn't fail me, the Navy rating badges have been worn on the left sleeve since 2 Apr 1948, the date the postwar rating structure became effective, not 2 Apr 1949 as stated. — R. M. M., PNCS, USN.

• *The wearing of rating badges on the left sleeve was authorized on 2 Apr 1948 as you say. However, a period of one year was allowed for the change.*

The final date for the change was 2 Apr 1949. — ED.

Early Promotion for Ensigns?

SIR: Is it not feasible for an ENS who has less than 18 months in grade to be promoted to LTJG? I've never heard of early promotion for outstanding ensigns, but might suggest that such a procedure would enhance morale—and increase the junior officer retention rate.—T. S., ENS, USN.

• *Early promotion for outstanding ensigns has been suggested and considered many times over the years. However, a fair, practicable method of determining which ensigns are "outstanding" is yet to be devised.*

How can you fairly measure the performance of all ensigns against one another? You might try selection boards, as is done for promotion of officers in the grades of LTJG and above. However, selection boards wouldn't work, it's been determined in the case of ensigns, simply because ensigns do not have sufficient fitness report histories or other records on which the board members could evaluate performance.

Therefore, in answer to your question —yes, it is not feasible.—ED.



TUGGING AWAY—*USS Independence* (CVA 62) gets assist from tugs in getting underway at Norfolk, Va. She has since joined Sixth Fleet.

On Firefighting

SIR: Some months ago you published a one-page photo story on the Fire Fighting School at Norfolk, Va.

Describing the action in one of the pictures, you said: "Foam is used to cool a simulated nuclear weapon surrounded by fire."

It has been my impression that water, rather than foam, should be used on a weapon. Foam would become a baked-on layer of insulating material, retaining the heat in the interior of the weapon until it "cooked off."

In any case, fire-fighting instructions at my disposal are not clear as to the preferred method, so I have nothing official to back me up.—J. W., LT, USN.

• *The photo caption information to which you refer (Fire Fighting School, ALL HANDS, December 1962) is slightly misleading, though essentially correct. We should have made it clear that the weapon pictured was not actually on fire; it was surrounded by flame, but was still cool. The foam extinguisher was spread over the weapon to keep it cool.*

Had the weapon been engulfed in flames, the following procedure would apply: Leave it alone.

OpNav Inst. 8110.16B notes: "In cases where the weapon is not in the fire, the foam used for extinguishing fuel flames can be spread over the weapon to protect it from radiated heat and from flames. If the weapon is engulfed in flames, do not attempt fire fighting."

The Naval Damage Control Training Center at Philadelphia, and the Damage Control School at Treasure Island, both follow this procedure. No attempt, they say, should be made to cool a weapon engulfed in flames.

If a weapon in the vicinity of a fire is still cool, foam or waterfog may be used to keep it that way.—ED.

Signing 'By Direction'

SIR: I have a question regarding authority for signing official correspondence "by direction."

Could a commanding officer delegate such authority to E-8 and E-9 petty officers?

I know of no such practice, other than chiefs who sign certain pages of inactive Reservist service records. However, I might suggest that if authority to sign routine correspondence, such as requests for records, receipts, and certain pages of enlisted records, were delegated to active duty senior and master chiefs, the administrative workload of personnel officers would be relieved.—R. R. R., HMCM, USN.

• *The basic regulations which govern the signing of official correspondence are contained in "Navy Regulations," and the "BuPers Manual."*

The appropriate "Navy Regs" article (1608) makes it clear that only 'subordinate officers of the command, may be delegated authority to sign official correspondence.

The term subordinate officer, as defined by law (Title 10, U. S. Code, Section 5001), and in "Navy Regs" (Article 1301), includes commissioned and warrant officers. Enlisted personnel, regardless of pay grade, are not mentioned.

Article B-2305 of "BuPers Manual" requires that signatures on official documents be closely controlled and remain a responsibility of officer personnel. Further in the Manual, Articles C-5303 and C-5304 elaborate on Navy policy regarding signatures which affect personnel administration.

It boils down to this: Authorizing enlisted personnel of any pay grade to sign official correspondence "by direction" would be against the law.—ED.

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The Makings of a Squadron

WHAT IS REQUIRED to keep the Navy's best all-weather antisubmarine warfare helicopter flying?

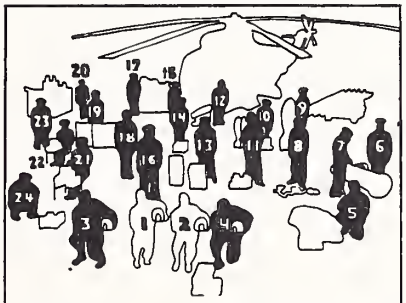
Designers, technicians and other experts worked for eight years to develop and build the SH-3A *Sea King*. Since coming into service, the *Sea King* has become a mainstay in the Navy's ASW arsenal, and another group of specialists has taken over.

The *Sea King* opened a new chapter in the book of antisubmarine warfare, but without the services of Navy cooks, hospital corpsmen and 22 other men, this helicopter couldn't get off the ground. All the terms describing Navy power would mean nothing if the men behind this mechanical complexity didn't do their job.

The squadron is the basic building block of Navy air power. A squadron such as Helicopter Antisubmarine Squadron Two (HS-2), based at Naval Auxiliary Air Station, Ream Field, Imperial Beach, Calif., includes about 300 officers and enlisted men. Each of these men is a specialist trained to perform an individual job. Each is a part of the over-all team that enables the squadron to carry out its mission.

The pilot is responsible for flying this 17,000-pound "bird." He insures the safety of his aircrew and the safety of the record-setting turbocopter. To help him in this man-sized job is the copilot.

The first aircrewman operates the *Sea King*'s sonar equipment. With the SH-3A's sonar gear lowered into the ocean, he uses the latest in echo-ranging equipment to detect the presence, distance and direction of submarines. The second aircrewman backs up the first and relieves him on the sonar. He is in training to become a topnotch first aircrewman.



1. Pilot
2. Copilot
3. First Crewman
4. Second Crewman
5. Aviators' Equipment
6. Power Plants
7. Quality Control
8. Electric
9. Air Frames
10. Ordnance
11. Radio
12. Asst. Plane Captain
13. Sonar
14. Information and Education
15. Plane Captain
16. Corpsman
17. Starter Unit Operator
18. Cook
19. Operations
20. Material
21. Administration
22. Disbursing
23. First Lieutenant
24. Personnel

Twenty of the team members remain on the ground. Aviators' equipment personnel, the plane captain, assistant plane captain, starter unit operator, operations man and materiel man are responsible for the pilot's equipment and the parts needed for maintenance and repair of the helicopter.

Other specialized services are handled by personnel from the electric, air-frames, ordnance, radio, sonar, power plants and quality control shops. Each shop is responsible for the operation of the equipment it specializes in. Together, the shop men can completely tear down and rebuild an SH-3A if necessary.

All of the members of the squadron mentioned so far either fly or work on the helicopter. But men from other offices, representing the First Lieutenant, information and education, disbursing, personnel, and administration, along with the commissarymen and corpsmen, take care of the needs of the men in the squadron.

— Kyle McGonigle, JO1, USN.

Language Is a Vita



THIS SUMMER, the various language schools and programs administered on an individual basis by the Army, Navy and Air Force, were transferred to the operational control of the new Defense Language Institute, headquartered in Washington, D. C.

On the surface, the shift appeared to be a minor administrative shuffle. However, it was a well-planned operation involving the language training of more than 100,000 students a year.

The formation of DLI was seen as the practical solution to an increasing number of problems in the field of language instruction for the armed forces.

The need for trained linguists from the military ranks has, over the years, grown rapidly. But, with each service running its own language program, it became more and more difficult to determine exactly what was being done in this field. As a result, it was extremely difficult, if not impossible, to make over-all decisions concerning the various types and levels of language training.

Last year it was decided that an entirely new concept of language training management was needed. The Army was assigned the task (by DOD) of pulling together a joint service program. A temporary planning group, with representatives from the Army, Navy and Air Force, was formed in Washington, D. C., to conduct a thorough study of the subject.

THE FOUR MAJOR areas of language training that had developed over the years were studied, including:

• *Full time courses*—This category covers full time foreign language courses at individual service language schools, running from six months for western European languages to nine months or a year for others.

Largest establishment involved in full time instruction was the Army Language School at Monterey, which each year graduated more than 2000 students in 28 languages.

The Navy Language School in Washington, teaching eight different tongues, turned out about 200 graduates a year.

The Air Force's full time language students attended classes at Syracuse, Yale and Indiana universities under special contract arrangements. The three universities graduated about 1000 military language students each year.

All three services used facilities of the School of Language of the State Department's Foreign Service Institute, as well as commercial language schools. From these, another 1000 trainees were graduated each year.

• *Part time language training* — The second category involves language instruction given as part of some other training program (such as during unit training in special forces) or as a requirement of some particular job (such as a MAAG billet). Required part time instruction is given during or after normal duty hours, but in no case is the cost of the training borne by the student.

Such courses have run from 50 classroom hours to several hundred. It has been estimated that 15,000 armed forces students participate in required part time instruction each year.

• *Part time voluntary study*—In this category language study is conducted outside of normal duty hours

ool for a Traveling Navyman

(see box p. 34). Voluntary language students are normally required to defray part of the costs. Approximately 50,000 men each year take part in after-hours language study.

• *English*—About 25,000 servicemen from other nations study English in U. S. military language schools. (In addition, several thousand U. S. citizens with no prior English language training join the Army each year, and these men must be taught to speak and read English well enough to undergo basic military training.) The Air Force English Language School at Lackland AFB, Tex., is the major full-time English language training facility in the continental U. S.

After several months of study, the joint planning group decided that any changes in the over-all administration of language training should be drawn up with certain guidelines. The vital flow of trained linguists must not be interrupted by any new plan. All the services must be represented on the directing body. Individual service requirements for trained linguists will be passed on to the governing body for follow-through.

Under the plan, present facilities would be turned over to the governing body for control.

THE GOVERNING BODY, as it turned out, was named the Defense Language Institute, and is now responsible for all foreign language instruction for U. S. military and naval personnel.

The only military language programs excluded from transfer to DLI were those conducted for cadets and midshipmen.

As established, DLI is a control center with technical control over all language programs. It is responsible for running them as effectively—and economically—as possible.

Its technical control includes the authority to approve training methods, instructor qualifications, texts, materials, course content and objectives, standards for language aptitude, proficiency testing and scholastic credits.

The Army Language School at Monterey was renamed DLI, West Coast Branch. The Navy Language School was renamed DLI, East Coast Branch.

In addition to governing DLI East and DLI West, the Institute makes contract arrangements with commercial schools, and has assumed the Air Force's contract commitments with Yale, Indiana and Syracuse universities. It also exercises academic control of the Air Force English Language School at Lackland AFB.

AN EXAMPLE of part time language training required for certain Navymen can be found at Coronado, Calif. Here the UDT men of Sea-Air-Land Seal teams are trained in guerrilla and special warfare tactics, and are taught foreign languages which might become handy weapons in unfamiliar countries.

The Coronado part time language program (and others like it throughout the services) are not administered by DLI as such, but the Institute monitors the quality of courses offered, recommends improvements, and evaluates results.

The Defense Language Institute and its East Coast Branch are located at the old Naval Receiving Station in Washington, the site of the old Navy Language School. (ALL HANDS, August 1961).

The School's building will be renovated to provide more classrooms for the increased number of students expected for language training under DLI East. The DLI headquarters staff consists of 10 officers representing all the services, five senior civilian language advisors and 11 administrative personnel.

At present, DLI offers training in 30 different languages at its West Coast branch, and 10 at DLI East.

THE LANGUAGE INSTITUTE'S instructors are experts in their fields. DLI East, for example, has about 40 instructors who formerly taught at the Navy Language School. All are native born speakers of the language they teach.

Some faculty members are fluent in four or five languages and have had extensive experience as professors in foreign and American universities. They work hard at seeing that each student becomes thoroughly at ease in speaking, reading, writing and understanding the language he is studying.

Through its advanced methods, DLI is able to teach foreign languages in a relatively short time. The instructors also devote time and attention to the history, geography and customs of the countries concerned.

In case you're a future student, you'll be interested in the following:

• School hours at DLI East are from 0800 to 1200 and 1300 to 1400, Monday through Friday. The school day consists of four 50-minute periods in the morning and three 50-minute sessions in the afternoon. DLI West has a similar schedule.

• Students have 30 hours of class-





room instruction each week. But, each student is required to spend from four to six hours of study outside of class for each lesson assigned. This means at least 20 hours of homework each week.

• Regular instruction stops for one week approximately every three months, and students are encouraged to take leave. These periods are provided to let the men get away from their studies so they can bring refreshed minds and renewed outlooks back to class with them. (The few who elect not to go home during the quarterly leave periods are required to report to school daily and remain there until 1220.)

• Some students have the opportunity to follow other interests during their leave periods. Aviators, for example, can use the vacation period to accrue flight time, participate in Link trainer flying and otherwise catch up on flying requirements which cannot be squeezed in during full time language study.

• Diplomas are issued to DLI students who satisfactorily complete a full course of study. Credit considerations are recommended to civilian institutions for students who finish the course with a C (70) average or better.

Graduates who wish to apply their credits toward degrees can request that transcripts be sent to their colleges and universities. (DLI recommends that credit consideration be based on the length of the student's training.)

THE LENGTH of training for a DLI student is governed by the job in which he will use the language.

DLI students headed for attache billets receive extensive training, since they must be able to converse with college-educated people on subjects ranging from current events to technical military operations. And, they must be able to read the language, with the aid of a dictionary, well enough to understand the general content of military operations orders, plans, maps, news articles, military correspondence, short biographies, signs and directions.

Navymen selected for Security Group work receive language training on a lesser scale. Most Naval Security Group personnel need only to understand and speak the language as an aid in their work. DLI gears training to simple conversations, with emphasis on technical naval terminology.

IF YOU ARE assigned work with MAAGs and missions you don't have to have the vocabulary of diplomats, but you must be able to converse on technical subjects, take notes, and generally help those with whom you work.

Navymen stationed in remote areas with MAAGs and missions must be able to instruct local people, few of whom are high school graduates. They must be familiar with local dialects, colloquialisms and slang, and must be able to read and prepare, with the aid of dictionaries, simple field operations orders, plans, estimates, maps and overlays, and read simple news articles and signs and directions.

Members of special warfare units, such as Special Forces and SEAL Teams, must be able to speak the language well enough to teach local personnel basic military tactics and techniques. Special Forces enlisted men are trained to "S-2 fluency" while Special Forces officers are trained to "S-3 fluency." A working knowledge of a second language is desirable and is encouraged in Special Forces personnel.

Do-It-Yourself Language Study

If you're interested in studying a foreign language on a voluntary, after-hours basis, you should note that the Defense Language Institute does not now provide instruction on an off-the-record basis. Only Navymen who are selected for specific billets requiring proficiency in a foreign language are enrolled by DLI.

However, the Bureau of Supplies and Accounts publication NavSandA 2002 lists language study material available on requisition, and the U. S. Armed Forces Institute (USAFI) has a do-it-yourself language program. USAFI maintains recordings of 30 different languages for the use of after-hours scholars. Also, DLI is developing courses for Refresher Training for those whose skills are rusty.

The Naval Correspondence Course Center does not include foreign languages in its course listings.

If you're an active duty officer who becomes proficient in a foreign language as a result of voluntary, spare time studies, BuPers Inst. 1520.83A requests that you forward a letter report to the Chief of Naval Personnel (Pers 1923). You should make a report each time you become proficient in a new language, reach a higher level of proficiency in any language, or become aware of a loss of proficiency. The language or dialect concerned should be listed, and an academic transcript should be submitted as an enclosure to your report, unless the new proficiency is gained outside of a formal course of study.



All DLI courses are drawn up with terms that "speak" the language of the service of the student well in mind. For example, Navymen picked for MAAG duty in Vietnam probably wouldn't be required to expound in Vietnamese on the nomenclature of an Air Force plane they've never seen. But, Air Force language students who will eventually be working with the aircraft in some other part of the world must be able to talk about it in the appropriate foreign tongue.

Foreign officers from many nations who must learn English before attending U. S. service schools must be able to speak, read and write well enough to undergo U. S. military training in officer schools ranging from basic courses through Command and Staff College levels.

The degree of English language training provided at Lackland AFB is likewise dependent on the needs of the individual student. Lesson materials accustom English students to various U. S. accents, slang, military abbreviations and terminology appropriate to the course.

WHAT ARE THE CHANCES that you, a Navyman, might be assigned to foreign language instruction under DLI?

First, the Navy must foresee a specific billet opening which requires language qualification. The Navy knows well in advance approximately how many men will be needed each year for specific assignments to MAAG, mission, attache, or special billets which require language qualification. Each year the Navy tells DLI how many Navymen will need language training, which courses they will have to be trained in, and when the training should commence.

DLI takes over from there, assigning trainees to the facility best able to provide the language training within the specified time. This means that any one Navy student is not necessarily assigned to the DLI school closest to his duty station at the time he receives orders to language training. The school, East, West, or contract, that can provide the proper instruction within the time schedule, is the school to which he goes.

Orders to language training are specific. Navy students are ordered to report directly to the commandant, DLI East, or West, as appropriate, for duty under instruction in a specific foreign language.

WASHINGTON-BOUND Navy students further report to the Commanding Officer, U. S. Naval Station, for administrative check-off, and those trained at DLI West report to the Superintendent of the U. S. Naval Postgraduate School.

Officers, both Regular and Reserve on active duty, are encouraged to apply for training under DLI. Officers assigned to MAAGs and missions normally receive orders to language training without application.

Officer applicants must agree to serve on active duty at least one year for each six months of instruction received, in addition to any obligated service incurred upon commissioning.

(If you're an interested officer, your letter of application, accompanied by a Language Qualification Form, NavPers 584, and Officer Preference and Personal Information Card, NavPers 2774, should be submitted to the Chief of Naval Personnel, Pers B-136. Normal requisition channels can be used to obtain the forms from the Naval Supply Centers at Norfolk, Va., and Oakland, Calif.)

Enlisted men who serve with any Naval security group can submit applications for language training. Those selected for MAAG and mission duty or attache billets receive orders to language instruction without application. Otherwise, applications are not desired.

IN DLI'S FUTURE, things will be moving fast. Under DLI management:

- Plans now call for acquiring the services of skilled linguists who will be available for consultation world-wide.
- The possibility of adding new languages to the curriculum is constantly under study.
- Attache - designates with dependents can make language training a family affair. Within the limits of authority and funds, provisions are being made for the training of wives of attaches in the language of the country of assignment. Other grown dependents of men in training at DLI East are also permitted to enroll in language courses on a space available basis.
- The quality of instruction for all students, regardless of service branch, is uniform.
- More emphasis is being placed on specialized mission language instruction. (Under DLI, there are enough students to split up classes and form special groups for instruction in a common mission.)
- More men can be trained to fill the increasing number of billets requiring language qualification. The number of language training opportunities for Navymen has nearly doubled for fiscal 1964. Last year, 360 Navymen began foreign language courses under Navy Language School procedure. This year, an estimated 690 Navymen will attend classes under DLI. (The officer-enlisted ratio is about 40 per cent, 60 per cent, respectively.)

—Dan Kasperick, JO1, USN

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



WHITE ONE—The seaplane tender *USS Valcour* (AVP 55) is on her 14th deployment in the Middle East. She relieved *USS Duxbury Bay* (AVP 38).

Unexpected Visit

A naval aviator who has never had a tour of carrier duty might wonder at times why the Navy ever bothered teaching him to land on one. If LTJG J. C. Collins ever had such thoughts, he now knows why.

LT Collins is attached to Utility Squadron Five, Detachment Alfa—a permanently shore-based outfit at Cubi Point in the Philippines.

He had not made a carrier landing nor engaged in mirror landing practice since he left VT-30 in the Training Command. His squadron tows targets and provides tracking services for the ships and aircraft of the Seventh Fleet.

One morning, however, LT Collins flew 75 miles out to sea from Cubi to provide tow target services for USS *Coral Sea* (CVA 43).

While he was working with the carrier his plane's oil sump warning light came on indicating the engine might fail at any moment.

Coral Sea wasn't at flight quarters but she turned into the wind and her deck was respotted. LT Collins was given Signal Charlie in less than five minutes.

The lieutenant had never made a carrier landing in an Al-E (AD-5) type aircraft but he brought his plane aboard on the first pass.

His trouble was remedied by VA-152 on board the carrier and he was catapulted from the big ship. The next landing was at Cubi Point—without incident.

YESTERDAY'S NAVY



On 1 Oct 1943 the U. S. Naval Air Facility at Recife, Brazil, was established. On 6 Oct 1943 the Battle of Vella Lavella took place when three U. S. destroyers attacked nine Japanese destroyers evacuating troops. On 9 Oct 1944 a U. S. cruiser-destroyer force bombarded enemy coastal defense positions on Marcus Island. On 11 Oct 1942 the Battle of Cape Esperance commenced, continuing into 12 Oct. On 16 Oct 1942 a carrier task force under RADM G. D. Murray struck Japanese troops on Guadalcanal and seaplanes elsewhere in the Solomons.

New *Bronstein* Joins Fleet

USS *Bronstein* (DE 1037), a big, modern destroyer escort, has been commissioned in Charleston, S. C. The ship is 370 feet long, about 60 feet longer than the destroyer escorts of the past. Her armament system far surpasses that of older-type DEs.

Scheduled to join the Pacific Fleet, *Bronstein* will become a unit of Escort Division 32 based at San Diego. USS *Charles Berry* (DE 1035) and *McMorris* (DE 1036) are the other ships of CORTDIV 32.

Bronstein's armament includes *Asroc* (antisubmarine rocket) weapons system, *Dash* (drone antisubmarine helicopter), antisubmarine torpedoes, and a 3-inch/50 caliber dual purpose gun battery.

The vessel carries the most modern communications and electronics equipment to aid in carrying out her mission—screening convoys and destroying submarines.

She is the second U. S. Navy warship to be named in honor of LTJG Ben Richard Bronstein, a Navy doctor killed in World War II. The first *Bronstein* was transferred to the Uruguayan Navy in 1952. The new DE carries a crew of 13 officers and 180 enlisted men.

Oldest In-Service DD

USS *Nicholas* (DD 449), which claims to be the oldest in-service destroyer in the U. S. Navy, has just celebrated her 21st birthday.

During her active World War II career, *Nicholas* earned a Presidential Unit Citation for her part in rescuing survivors of *Helena* (CL 50) following the battle of Kula Gulf in July 1943.

She also took part in the New Guinea, Gilbert and Marshall Islands, Morotai and Leyte operations. During these campaigns, she sank two Japanese submarines.

Later she participated in the landings at Lingayen Gulf, Tarakan, Brunei Bay and at Okinawa.

When it was all over, as a fitting climax to her career, she was one of three destroyers chosen to escort USS *Missouri* (BB 63) into Tokyo Bay to accept the Japanese surrender.

In January 1947, *Nicholas* was

placed out of commission, in reserve but she came out of retirement early in 1959 to enter the Pearl Harbor Naval Shipyard for a FRAM II face lifting.

Today, *Nicholas* is still out front operating with DESFLOT Five's Squadron 25.

Hancock in Far East

Though she's nearly 20 years old, uss *Hancock* (CVA 19) still gets around. At present, she's on a six-month deployment with the U. S. Seventh Fleet in the Far East.

Commissioned in April 1944, "Fighting Hanna" amassed an illustrious combat record in the Pacific as flagship of Admiral Halsey's Third Fleet during the liberation of the Philippines. She was awarded four battle stars and earned the Navy Unit Commendation for her outstanding fighting career with fast carrier striking forces throughout the Pacific in World War II as she helped carry the fight to Iwo Jima and to Japan itself.

Today she's still a versatile weapons system, thanks to occasional visits to shipyards where she is equipped with all the accessories needed for handling modern attack and fighter aircraft.

During her present deployment, *Hancock* is visiting Hawaii, the Philippines, Hong Kong and Japan. While in the Philippines, she relieved uss *Ranger* (CVA 61) as flagship of Task Force 77.

Cruising in *Boston*

The years have been kind to uss *Boston*. Celebrating their ship's 20th anniversary last summer, *Boston* cruisermen agreed the old warhorse hasn't lost her kick. If anything, she's tougher today than during World War II, when she won 10 battle stars on the strength of standard shipboard guns. Now she fires missiles, too.

Originally commissioned a heavy cruiser (CA 69) in June 1943, *Boston* has undergone considerable face lifting operations over the past 20 years. She is now designated CAG 1 —the first U. S. cruiser to attain a guided missile capability.

Boston's history is a story of the development of cruiser firepower. As a CA she was fitted with three triple 8-inch turrets and six dual-purpose 5-inch gun mounts, plus 40mm and 20mm antiaircraft batteries.

Using these guns in the Pacific during World War II, *Boston* screened carriers from enemy air attacks, and supported numerous Marine landings on enemy beachheads. Her many battle stars are in recognition of the firepower she provided during assaults on Kwajalein, Mafuro and Eniwetok; the raids against Truk, Ulithi, Woleai, Ponape, Yap, Palau and Satawan; the Hollandia operation and associated landings at Aitape, Humboldt Bay and Tanahmerah Bay; the Marianas operations, including the capture of Saipan and Guam; the Battle of the Philippine Sea (in which 300 enemy aircraft were downed); and the Western Caroline, Western New Guinea, Leyte, Luzon and Iwo Jima campaigns.

During the attack against Formosa on 14 Oct 1944, *Boston* rescued the severely damaged cruiser uss *Houston* (CL 81) which had been torpedoed, towing her out of further danger. (The towing operation had to be directed by telephoned reports to the bridge from the fantail; it was too dark for normal bridge command procedures.)

After the war, *Boston* was mothballed at Bremerton, Wash.

In January 1952, her classification was changed to CAG 1, and she was towed to Camden, N. J., for conversion to the first guided missile cruiser.

The conversion process required the removal of her after 8-inch gun turret, which was replaced with two twin *Terrier* antiaircraft missile launchers and associated magazines and handling systems. Her 40mm battery was replaced with 3-inch rapid-fire guns, and she took on new fire control and search radar.

Recommissioned as CAG 1 on 1 Nov 1955, *Boston* demonstrated the effectiveness of her *Terrier* ship-to-air missiles during her first major fleet exercise.

In November 1956 she left Norfolk, Va., for the first of six cruises with the U. S. Sixth Fleet in the Mediterranean. During each of these cruises she fired missiles and demonstrated advanced air defense capabilities.

In the summer of 1958, *Boston* participated in the U. S. Marine landings at Lebanon.

Since September 1958, *Boston* has been operating out of Boston, Mass., her present home port. She continues to bolster North Atlantic defenses and will probably see a lot of active service in the years to come.



AGING WELL—The guided missile heavy cruiser *USS Boston* (CAG 1), shown underway in the Atlantic, has begun her 21st year of service.

AWARD of the Freedoms Foundation is presented to Bing C. Adams, AM3, USN, by RADM J. P. Monroe, for his entry in fourteenth annual contest.







BIG OPENING—Seabee Technical Assistance Team (STAT) loads jeep and front end loader into GV-1 *Hercules*.

STATs Are Not Static

In recent training maneuvers at NAS Quonset Point, R. I., men of a Seabee Technical Assistance Team (STAT) demonstrated the potential mobility and flexibility of an airlift for a fully equipped team.

STATs are the Atlantic and Pacific Fleet Mobile Construction Battalions' new breed of counter-insurgency builder-fighters. In the event of a natural disaster, these teams and their equipment may be flown quickly to help in rescue and other aftermath operations. They will also help when needed in developing foreign countries.

For the training maneuvers, construction equipment, camp supplies, spare parts and other items were loaded aboard one of Air Development Six's C-130 (GV-1) *Hercules* in preparation for a simulated deployment. This served to acquaint the men of STAT with the problems which could be encountered in this type of operation.

STATs are continuously being organized and trained by the Commander, Construction Battalions Atlantic and Pacific Fleets.

Arneb Returns from Icy South

The attack cargo ship USS *Arneb* (AKA 56) has returned to Norfolk after a seven-month, 32,000-mile mission to the bottom of the world.

This was the amphibious force ship's eighth consecutive Operation Deep Freeze cruise, during which she delivered tons of supplies to U. S. research bases in the Antarctic.

Arneb left Norfolk last October and steamed to Davisville, R. I., to load supplies for her trip to the icy continent. She arrived in New Zealand, jumping-off point for Antarctica, early in December, on the first leg of the cruise.

The ship made two trips to Antarctica during this deployment. Ice in the Ross Sea hampered *Arneb* during her first trip to McMurdo Sound. Three icebreakers were needed to clear a passage for the ship.

Arneb has participated in every Deep Freeze operation since the program began in 1955. She delivered a 460-ton nuclear reactor to the facility at McMurdo Sound on her last deployment.

Transfer at Sea

USS *Dixie* (AD 14) and *Picket* (AGR 7) were operating in northern Pacific waters off the coast of Washington. One of *Picket's* sailors, Charles Cox, was seriously injured when he was thrown off balance and fell.

Picket had limited medical facilities and requested assistance in transferring the injured man to a hospital ashore.

Dixie was steaming to Seattle from her home port at San Diego when she heard *Picket's* call for help. She changed course and headed southwest into open sea at flank speed to rendezvous with *Picket*.

Before the two ships could rendezvous, a Navy patrol seaplane at-

Amphibious Assault Award

An Amphibious Assault Award has been presented to Amphibious Construction Battalion One. The battalion believes it is the first of its type to receive this honor.

Denoting excellence in the performance of an amphibious exercise, the award was given to ACB 1 for conducting a Z-37-A exercise with a grade of *outstanding*. This involved the side loading, launching, carrying, and installing of a causeway pier.

The battalion is authorized to display the insignia for six months, or until the end of the fiscal year, whichever is longer. The insignia is made up of two crossed anchors with an arrowhead piercing the anchors horizontally at their junction. It may be displayed on the battalion's floating craft and at command headquarters at the U. S. Naval Amphibious Base, Coronado, Calif.



GOOD SHOW — Commodore F. R. Whitby, USN, presents Amphibious Assault Award to CDR D. C. Snyder, CO of ACB-1 for excellent work.

tempted to transfer Cox aboard but rough water prevented the plane's landing.

Although *Dixie's* captain had heard of the seaplane's arrival, he kept his ship on course toward the rendezvous point. When word was received that the seaplane could not land, *Dixie* resumed flank speed.

Dixie came alongside at a distance of 200 yards and a motor boat was lowered from *Picket* into the rough water in an attempt to get Cox within reach of *Dixie's* mechanical hoist.

The motor boat successfully bobbed the distance between the two ships and Cox was hoisted aboard and examined by the tender's doctors.

When *Dixie* arrived at Seattle, Cox was removed to a hospital at Fort Lewis, Wash., for treatment.

Water Bird Works Wonders

Pilots and other aviation personnel assigned to Pacific Fleet ASW helicopter squadrons are well acquainted with Helicopter Squadron 10 at Naval Auxiliary Air Station, Ream Field. HS-10 has been supplying the Pacific Fleet ASW helo squadrons with men since it was commissioned in June 1960.

Since September 1961, HS-10 has been conducting training on SH-3A *Sea King* helicopters, boat-hulled turbo-copters with sponsons.

After they have mastered theory, the HS-10 antisubmarine warriors receive practical experience in a chopper known to squadron members as the "water bird."

The water bird, before it joined HS-10, was the victim of a crash and was dredged from the ocean bottom off the San Diego coast.

After her resurrection, she was modified by the removal of her sonar dome and was again made watertight. The rejuvenation seems to have worked wonders, for the bird made her 500th water landing this summer.

The water bird is used to teach students how the turbo-copter acts in and over water and is used to give the learner confidence during overwater operations.

She is also used to teach beginners tricks of the ASW trade which may some day prove to be lifesavers.

Since HS-10 was commissioned, the squadron has turned out approximately 1000 graduates—pilots, aircrewmen and maintenance personnel. —Kyle Mcgonigle, JO1, USN



TOGETHERNESS—Members of the Navy's precision flight exhibition team, the Blue Angels, pose with jet in which their leader performs.

Blue Angels Hit 1000 Mark

After 17 years of precision flight exhibitions, the Navy's Blue Angels aerial show team still finds plenty of sky to burn, lots of new tricks to perform—and draws record crowds of spectators in the process.

Formed in the summer of 1946, the Blue Angels are the oldest flight demonstration team in the world. Blue Angel pilots have performed tricky aerial maneuvers before some 70 million spectators throughout the United States, Canada and Bermuda.

This year alone the Blue Angels are working on 80 air shows, one of which—a Fourth of July exhibition at NAS Lemoore, Calif.— was the team's 1000th.

In spite of performing some of the tightest aerial maneuvers ever seen, the Blue Angels have the safest record of any such show team in the world. No Blue Angel pilot has ever had a mishap during a public showing.

The Blue Angel trademark, a tight diamond formation, is the closest flown by any team—only 36 inches between wingtips and canopies; 14 feet of wing overlap.



LONG JOB — E. Worthington, SM2, and R. Brooks, SM2, unroll 610-foot-long homeward bound pennant flown by *USS Springfield* (CLG 7).

Test Center in Bahamas

The United States will build a 95-million-dollar Atlantic Undersea Test and Evaluation Center (AUTEC) in the Bahamas.

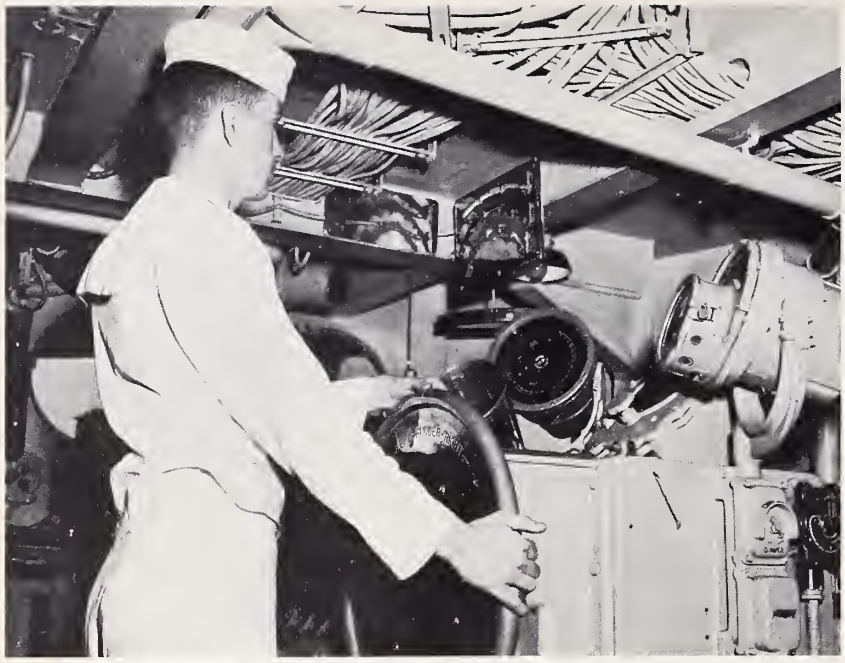
The U. S. Navy will use the center to conduct deep ocean research and evaluate new developments in undersea warfare detection devices. The facilities at AUTEC will be used by the Royal Navy on a scheduled basis.

Short-range weapons will be evaluated at the new center, but no weapons with explosive warheads will be used, tested or stored there.

The shore facilities of AUTEC will be located on Andros Island, Bahamas, which is adjacent to "Tongue of the Ocean"—a deep protected trench open only at the northern end. This basin provides the deep ocean environment required, but at the same time, is sheltered from the open sea.

Only small craft will be based at AUTEC. The AUTEC will be operated by about 300 Navy and civilian personnel and will have a Royal Navy liaison officer attached.

The United States expects AUTEC complex to be completed by 1970



PILOT HOUSE—Seventh Fleet Navyman takes turn at helm, which requires maximum attention, sharp eyes on the compass and steady hands.

Meet Chief Maguire, Citizen

How would it feel to wake up one morning and find you're an alien in your own country? And, then discover that you can't even prove you were born?

To Dan Maguire, BTC, USN, attached to the Naval Air Station, Memphis, Tenn., it wasn't just a bad dream. It was a rude awakening to a strange and real predicament.

Chief Maguire enlisted in the Navy in 1942. Serving with the Atlantic Fleet during World War II, he saw action in the invasion of Southern France. He served on board a destroyer during the Korean conflict.

Several months ago he completed 20 years' service and decided to transfer to the Fleet Reserve. That's when he got his first shock.

In the routine check of his application for retirement, a watchful Navy yeoman found that the chief was not a citizen of the United States. Chief Maguire was born in Leith, Scotland. He came to the States with his mother in 1927, following his father who had come two years earlier to pave the way. His father filed an application for citizenship, and was naturalized in 1932. According to Maguire, the family figured that with Dad being a citizen, so were his children. Therefore, none of them made an effort to file for their papers. However, as far as the Navy and the U. S. Immigration and Naturalization Service were concerned, the chief was still a British subject.

On finding that he wasn't actually a citizen, Maguire wasn't too concerned. He knew Federal law provided for aliens who served in the U. S. Armed Forces during wartime and who wish to become citizens. All he had to do was prove that he *was* born.

Maguire wrote to the authorities in Scotland. It appeared that the courthouse where his birth certificate was filed had burned. At the time his birth registration could not be located.

Thanks to a little additional checking however, by the Immigration and Naturalization people, and acceptance of the fact that if a man is standing in front of you, he must have been born at one time or another, Maguire received his citizenship papers retroactive to 1942.

Maguire is now eligible for transfer to the Fleet Reserve, but he'll wait awhile. While sweating out the red tape, he extended his enlistment for two years.

PIPE THIS—Gasoline tanker *USS Chewaucan* (AOG 50) refuels a ship while underway in Atlantic waters.



Rolling, Swinging, Pitching Band

Carrier-based bands usually furnish music for the men manning the hoses during a fuel replenishment at sea. This summer, however, USS *Duncan* (DDR 874) furnished the same service with elan when the Commander Seventh Fleet band played while *Duncan* was being refueled by USS *Caliente* (AO 53). The band was on board *Duncan* for a port visit to Singapore.

The bandsmen had to hold on to their white hats while performing on the 02 deck of the rolling, pitching destroyer to keep them from being knocked off by heavy spray but the music sounded just fine despite the rough sea.

Appropriately enough, as the Yokosuka-based destroyer broke away from the oiler, the band played "Sayonara" and "Anchors Aweigh."

Small Crew, Big Reenlistment

The Naval Air Facility at Naples, Italy, isn't big (450 men) but the men stationed there must like it, because from 90 to 95 per cent of them reenlist.

The high rate may be due to the particular attention given to keeping the men informed of advantages available to those who choose a Navy career.

Pamphlets and courses which enable NAF men to take full advantage of Navy educational opportunities are always available. There are also men-in-the-know to answer questions concerning courses, examinations and career programs in the Navy.

Their counseling must be effective, because recently an AC1 at NAF Naples was selected to attend OCS through the Integration Program, while a former chief entered officer ranks through the LDO Program.

Particular attention is given to men reenlisting for the first time, to get them into the program most advantageous to their careers. In addition, the personnel office takes special pains to help reenlistees by checking their service records, obtaining information on family benefits and processing papers.

Reenlistees have another reason for shipping over. It's a good outfit.

New Nuclear Frigate Named

The name *Truxtun* has been approved for the Navy's second nuclear-powered guided missile frigate, DLGN 35.

Scheduled for launching in October of next year, *Truxtun's* keel was laid 17 June.

The new frigate is the fifth U. S. Navy ship to be named in honor of Commodore Thomas Truxtun (1755-1822). Commodore Truxtun served throughout the Revolutionary War as a privateersman, preying on British shipping from the West Indies to the English Channel. He was in charge of construction of the famous frigate *Constellation* and was her first commanding officer upon her commissioning in 1798. Commodore Truxtun resigned in 1802.

Mexican Navymen Visit Norfolk

The United States Navy had an opportunity to demonstrate its good neighbor policy this summer when two ships of the Mexican Navy, *Queretaro* and *Potosi*, arrived at Norfolk with more than 600 officers and enlisted men on board.

Queretaro and *Potosi* came to Norfolk in response to the U. S. Navy's invitation. They were engaged in a training cruise of Mexican naval cadets which began at Acapulco, Mexico.

A Navy band was on hand to greet the visitors, whose spare time was filled with receptions, picnics, softball games, a dinner and a swimming party.

On their last day in port, the Mexican Navymen toured colonial Williamsburg near Norfolk.

USS *Beale* (DD 471) was host to *Queretaro*, and *Murray* (DD 576) was host to *Potosi*.



VISITING ROK midshipman accepts ship's plaque of *USS Pine Island* (AV 12) presented to Korean Naval Academy by LT V. V. McGee, USN.

Koreans Exhibit Karate Skill

While visiting Chin Hae, Korea, this summer the crew of USS *Pine Island* (AV 12) invited 100 cadets of the South Korean Army and 50 ROK midshipmen to tour their ship. They also held open house for civilian visitors.

The U. S. Advisory Group in Chin Hae challenged *Pine Island* Navymen to a game of Korean baseball, which the *Pine Island* team won, and a bowling tournament which ended in a tie.

The ship's crew was also given a karate exhibition by a group of Korean karate black belts.

Pine Island operates out of Buckner Bay, Okinawa. She serves as a mobile base for long-range reconnaissance and ASW seaplanes and is flagship for Commander Patrol Forces, Seventh Fleet.

German Sailors Visit U. S.

The attack aircraft carrier USS *Bon Homme Richard* (CVA 31) played host to two West German naval training frigates which made a one-week visit to the Seattle, Wash., area recently.

During the week the two ships, *Graf Spee* and *Hipper*, entertained 40 men from *Bonnie Dick* at a party. *Bon Homme Richard* reciprocated by inviting the German sailors to tour the carrier, then have a meal on board as guests of the crew. Several officers from the ships participated in the exchange visits.

The German ships were on a training cruise which originated in Kiel, Germany, and traveled to the west coast via the Panama Canal.

Bon Homme Richard is undergoing an overhaul at Puget Sound Naval Shipyard in Bremerton, Wash.

CREWMEN from visiting West German training ships dine in crew's mess aboard *USS Bon Homme Richard* (CVA 31) in Bremerton, Washington.





HOME AGAIN—The guided missile frigate *USS Dahlgren* (DLG 12) has returned to Norfolk, Va., after four-month cruise in Mediterranean.

Jack Is Launched

Another nuclear submarine has been launched and is scheduled for commissioning in 1964. *Jack* (SSN 605) slid down the ways at Portsmouth Naval Shipyard, Portsmouth, N. H., early this spring.

This is the 130th submarine to be built by the Portsmouth shipyard, and the second ship of the Fleet to be named *Jack*. The first was USS *Jack* (SS 259), which fought in the Pacific during World War II.

The new *Jack* is 296 feet long, has a 32-foot beam, and will displace almost 4500 tons submerged. She will carry 10 officers and 85 enlisted men.

A *Thresher* class sub, *Jack's* keel was laid 16 Sep 1960. *Jack* is longer than the first ship of its class, USS *Thresher* (SSN 593). A powerful sonar system and an integrated fire control system for advanced underwater weapons will be part of her equipment.

The first *Jack* was commissioned 6 Jan 1943. After World War II action, she was decommissioned 8 Jun 1946. In April 1948 she was turned over to the Government of Greece and became a member of the Royal Hellenic Navy. Renamed HRHS *Amphitriti* (Y-17), she is still an active ship with the Greek Navy.

DOWN TO SEA — Guided missile frigate *Belknap* (DLG 26) slides into water during launching ceremony.



Look Dad, No Hands

A big moment in carrier aviation was achieved off the California coast as two Naval Air Test Center jets from Patuxent River, Md., successfully completed the first fully automatic carrier landings using production equipment. The landings were made aboard the attack carrier USS *Midway* (CVA 41).

The jets, an F4A *Phantom* and an F8D *Crusader* were piloted by Lieutenant Commanders R. K. Billings and R. S. Chew, Jr.

The landings were made completely "hands off" while both the flight controls and throttles were operated automatically through signals from the carrier *Midway* and the aircrafts' angle of attack sensor.

The automatic system is considered an important step forward in carrier aviation because, with refinements, the system could land an airplane aboard a carrier without the pilot ever being able to see the deck.

The *Midway* landings highlighted nearly 10 years of intensive research, developing, testing and evaluation. The automatic carrier landing system was conceived in 1954 and the first automatic landing was made aboard the USS *Antietam* in September 1957 in an F3D. Shore-based tests at NATC were completed in May 1963.

The main portion of the automatic system is the SPN-10 precision radar which, through computers, constantly determines the airplane's position in space. The information is fed into a computer which compares the airplane's actual position to the desired position in the landing approach. Corrections are sent to a receiver in the airplane which moves the control surfaces to bring the airplane to the proper position in the landing approach.

The system is capable of landing the airplane within five feet of the ship's centerline and 10 feet of the desired touchdown point.

An Old Friend Visits Pearl

The naval base at Pearl Harbor, Hawaii, has finally been visited by a ship of the Pakistani Navy. The visitor, however—billed as the first Pakistani ship to call at Pearl—looked very much like one that had been there many times before.

And for good reason.

Stopping at Pearl Harbor this summer, PNS *Dacca* (A 41) was, indeed, the first ship to call there flying the colors of Pakistan. But, as USNS *Mission Santa Clara* (TAO 132) of the Military Sea Transportation Service, she is a veteran caller of U. S. ports, and has probably been in Hawaiian waters more times than the most agile wahine could shake a grass skirt.

The former MSTS ship was renamed *Dacca* after her transfer to Pakistan earlier this year under the Mutual Assistance Program. She is the Pakistan Navy's first and only fleet oiler. *Dacca's* visit to Pearl was a scheduled stop while en route to her new home port at Karachi, Pakistan.

In typical Hawaii fashion, the Pakistani Navymen were greeted

and generally made welcome in the 50th state.

Official host for the visit was the SERVPAC oiler USS *Kawishiwi* (AO 146).

Before departing for Karachi, *Dacca's* commanding officer, CDR Raja M. Aziz, radioed thanks to Hawaiian area naval commands: "On the eve of our departure from 50th state of your great country, we salute U. S. Navy for making our brief stay at Pearl Harbor most memorable."

Preston Still Has Keen Eye

A World War II destroyer that had once been scheduled for mothballing has not only outshot her more modern sisters, but may have set a new record in conventional gunnery. She is USS *Preston* (DD 795), presently homeported in Long Beach.

Preston downed eight consecutive aerial target sleeves and one drone aircraft. The target towing squadron, UtRon Seven, called it "the best shooting ever seen," and *Preston* considers it pretty good, herself.

The drone and four of the sleeves were downed by the ship's three-inch guns and the remainder were dispatched by the five-inch battery.

Preston, a *Fletcher* class destroyer, was due to be mothballed in April. However, the decommissioning was postponed and the ship instead spent three months being overhauled in Long Beach.

Preston is a veteran of a number of major battles during World War II, including the assault of Guam and the first and second attacks on the Philippine Islands. In the latter days of the war she participated in the carrier strikes on Tokyo.

The destroyer is the fourth in U. S. naval history to bear the name. The first was a coal-burning destroyer launched in 1909 and stricken from the Navy list in 1919.

The ship is a unit of the Long Beach-based Cruiser Destroyer Flotilla Three. —Jon Franklin, JO2, USN

Larson Has Dashing Air

USS *Everett F. Larson* (DD 830) claims to be the first Long Beach-based destroyer to receive the Navy's Drone Antisubmarine Helicopter *(Dash)* weapons system. Following two weeks of intensive operations, *Larson* was certified to be qualified for *Dash* by the ships' qualification team of Commander Cruiser-Destroyer Force, U. S. Pacific Fleet.



OUT WEST — *USS Currituck* (AV 7) rides at anchor in Buckner Bay, Okinawa, while serving as flagship for Patrol Force, Seventh Fleet.

The drone helos were received early this summer by a ground-to-ship transfer from Utility Squadron *Three*, *Dash* training installation at San Clemente Island. After being launched from the island, control was transferred to *Larson*, and *Dash* was received on *Larson's* flight deck. Since then, destroyermen on board *Larson* have become accustomed to launching and recovering the aircraft.

The *Dash* payload is a modern homing torpedo which can be delivered from the helo several miles from the destroyer.

Presently, VU-3 trains *Dash* detachments for the Pacific Fleet. A detachment consists of one officer and four to six enlisted technicians. The group is assigned to a destroyer and is in charge of the *Dash* system under the cognizance of the ship's weapons officer. The ship trains one of her own officers as a *Dash* controller, for once launched the drone is controlled in the ship's combat information center.

Each destroyer which has undergone Fleet Rehabilitation and Modernization (FRAM) can carry two drones. The installation allows launching and recovering even in high seas and other adverse weather conditions.

The drone is powered by a gas-turbine engine and is controlled through transmitters, coders, and antennas. It can be guided and operated either from within the CIC or by an operator manning a control box on the deck of the destroyer.

REFUELING and highline stations on board *USS Navasota* (AO 106) are manned and ready as the oiler prepares to receive a carrier alongside.



THE BULLETIN BOARD

Where Do You Go to Find Out About Quals for Your Rating?

P. F. MATTHEWS, JO2, USN

IF YOU'RE promotion-minded, one of your best friends is NavPers 18068A, otherwise known as the *Quals Manual.*

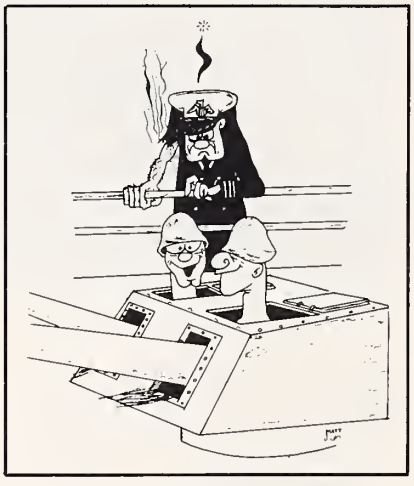
This publication *(Manual of Qualifications for Advancement in Rating)* lists nearly all the requirements you must satisfy to be eligible for the advancement exam. It is the official manual which established minimum *professional* and *military* qualifications.

The *general* requirements to be met for enlisted advancement are listed in *BuPers Manual* and BuPers Notices and Instructions. These are requirements which apply to ALL enlisted personnel. Most of this information is published from time to time in your plan-of-the-day, or otherwise made known to you—probably by your division officer or chief.

But the *Quals Manual* lists specific requirements for *each* rate and rating, for *each step of the way.* It lists, for example, the military requirements (pay grades E-2 through E-9) and the professional requirements (pay grades E-4 through E-7) in the form of both *practical* and *knowledge* factors, which must be met before advancement to seaman, airman, constructionman, dentalman, fireman, hospitalman or stewardsman; and for all the ratings, from aviation boatswain's mate third, second and first class, chief, and senior and master chief, right down the rating list to yeoman.

It is essential that you become fully acquainted with the requirements set forth for the rate you are seeking, and the best way you can do this is by consulting the *Quals Manual.* It's a hefty document, and there are normally only one or two at your command (probably in I & E), but your Personnelman will be happy to be at your service.

The better acquainted you are with the sections which pertain to your rating, the better chance you'll have for advancement. The *Quals Manual* is also used as a guide for preparing training courses, training



"I hear we got a direct hit on the sleeve."

publications, on-the-job training programs, school curricula AND servicewide advancement examinations.

The *Quals Manual* has recently been revised, so this may be a good time to become familiar with it if you haven't done so. Several streamlining features have been introduced.

The preface draws an outline of the purpose of the *Quals Manual.* This is followed by a list of the criteria necessary for establishing a Navy rating as used by the Bureau of Naval Personnel when it is considering a proposed change in the enlisted rating structure.

Next are listed the criteria for qualifications changes for enlisted ratings. The Chief of Naval Personnel has requested cognizant bureaus, offices and individual commands to be alert to detect obsolete qualifying requirements for the various rates and ratings—or, to be alert likewise to new developments becoming Fleetwide, thus requiring inclusion of new qualifying requirements in the manual. One section of the manual classifies the cognizant departments responsible for keeping tabs on each rating, and tells how recommendations for changes or additions to qualifications should be submitted. This keeps quals up to date.

Also included in the front of the manual are guides to be followed for proposing a new rating, and a list of definitions of commonly used, and confused, terms.

The section entitled "Enlisted Rating Structure" is very useful. Besides describing the enlisted rating structure—its purpose and structure—it includes a chart which shows the complete advancement pattern, from general, service and emergency ratings to the LDO designator applicable to each rating's path of advancement.

The chart shows, by pay grade, the sub-specialties or *service ratings* of each general rating that has one or more service ratings. It shows at which pay grade these service ratings fuse into the general rating. Example: Steelworker (SW) is a general rating, which means it is a broad occupational field requiring a certain pattern of aptitudes and qualifications, and provides a path of advancement for career development. But the SW rating also is subdivided into areas where men specialize. These are SWE (Steelworker erector) and SWF (Steelworker fabricator). All steelworkers in pay grades E-4 and E-5 fall into one or the other of these categories. *But,* at the E-6 pay grade level, the two *service* ratings SWE and SWF merge, and the rating then becomes simply SW, which requires that anyone SW1 and above must have a more rounded knowledge of the entire steelworker rating, whereas up to that time he was able to specialize.

Boatswain's mate is an example of a rating which has no service ratings.

Another new feature of the manual is the "Performance Test Instructions" section. Previously, various performance tests required for certain ratings were specified under each applicable rating. The new performance tests section gives complete instructions for administering each type of performance test, and lists the ratings which are required to

qualify. These include, for example:

- Flashing light and semaphore test: QM, SM.
- Stenography: YN.
- Transmitting and receiving: RM.
- Typing: AG, AK, DT, DK, HM, JO, PN, PC, SH, SK, YN, and two emergency service ratings, ESU and ESR.
- Welding: SF, BR, and the emergency rating ESM.

Two points of interest in this section concern the typing and much-discussed stenographic requirements. First, in case there is any doubt about it, the manual states that touch typing is not required of AK, AG, DT, HM, JO and SH ratings. These may qualify using the peck method.

And for yeomen finding it difficult to master shorthand, there may yet be a way for them to earn that E-6 crow. The manual states that the stenographic requirement may be satisfied with the use of machine shorthand, if the machine is provided by the yeoman. This does not include use of a steno mask.

Separate sections in the manual are devoted to listing the *military requirements* for every rate (pay grade), and for listing the necessary qualifications for all of what are termed "general rates," that is, AN, CN, DN, FN, HN, SN and TN. Then the manual goes on to describe, by group, the required qualifications for advancement in each of the general ratings, general ratings with service ratings, and emergency ratings.

Emergency ratings are something we don't hear much about today. They are for men who are qualified in civilian skills which are normally needed only during wartime. The manual lists the qualifications for advancement in these emergency ratings—11 of them, which are: Booker (motion picture service) (ESU); chaplain's assistant (ESC); firefighter (ESF); harbor defense sonarman (ESH); instructor (miscellaneous) (ESI); physical training instructor (ESE); stevedore (ESB); telecomm censorship technician (ESK); transportationman (ESR); underwater mechanic (ESM); and welfare and recreation leader (ESW).

Periodically, each rating is reviewed and qualifications are revised on the basis of new equipment, procedures, techniques or new areas of functional responsibilities. (See box for schedule of review of each rating.) Several which have recently been reviewed and revised have these revisions incorporated in the present manual. These ratings are: DN, FN, RD, FT, MN, TM, CS, DK, RM, SH, YN, MR, MM, SF, EA, UT, PT, AT, AQ, DT, SD and ESU.

Major revisions include:

- The engineering aid (EA) general rating has been revised to exclude hydrographic requirements and expands the present Planning and Estimating and Quality Control requirements.
- Defensive tactics requirements for all Group VIII, construction, general ratings have been updated.
- The ATN, ATR, ATW, AQB and AQF service ratings have been extended through pay grade E-5.

Requirements of the steward general rating have been revised to reflect qualifications for increased responsibilities in the higher pay grades for BOQ/officer mess management.

Though these and other changes in qualifications in the above list of ratings have been incorporated in the new *Quals Manual*, the revised qualifications will not be incorporated into advancement examinations until February 1964 for USN and USNR personnel on active duty, or until July 1964 for USNR personnel on inactive duty.

Another chart at the end of the *Quals Manual* shows the path of advancement for ratings within each group of the enlisted rating structure.

Only the new aviation maintenance administrationman (AZ) rating has been omitted from the new volume, because the manual was almost ready for printing before the AZ rating was formally approved.

Remember that the *Quals Manual* is a friend, indeed.

NOW HERE'S THIS

Recruit to Admiral, Nebraska Style

From civilian to seaman recruit to admiral in only nine weeks is unbelievably rapid advancement, but it happened to 60 men at the Naval Training Center, San Diego.

They are members of the Nebraska "Beefstate" Company, who received certificates proclaiming them "Admirals in the Great Navy of the State of Nebraska."

This not-to-be-regarded-lightly honor was conferred upon each of the men by the Governor of Nebraska during swearing-in ceremonies at the State Capitol, but the certificates were held for presentation until completion of recruit training.

The admirals performed in a manner fully befitting their positions while undergoing training. They snagged every weekly battalion award at least once, and graduated as Brigade Honor Company.



Quals Manual Will Change on Schedule

Here is the schedule of planned revisions to the qualifications for advancement to the various rates and ratings during the next five-year period. All ships and stations are invited to review current rating qualifications in which they have an interest and submit recommendations for changes as far in advance of the scheduled publication date as possible to provide adequate time for research, review and printing. Changes should reflect technical, operational and procedural developments which occur in the Navy, as well as improvement of content, format or any other aspect of the *Quals Manual*.

June 1964: AC, AD, AE, AQ, BR, BT, BU, CE, CT, DM, ET, GM, MA, MT, PH, PN, SN, SO, SW, ESC and ESH.

June 1965: AG, AN, AT, AX, CM, DS, EM, EN, EO, HM, IC, IM, JO, OM, PC, PM, PR, QM, SM, ESE, ESI and Military Requirements.

June 1966: AB, AK, AO, BM, CN, DC, FT, LI, ML, MM, MN, MR, MU, PT, RD, RM, SD, SK, TD, TM, ESB and ESK.

June 1967: AC, AD, AE, AM, AQ, BR, BT, CE, CS, CT, DK, DT, EA, ET, GM, HN, MT, SF, SH, SO, UT, YN, ESW and ESR.

June 1968: AG, AT, AX, BU, CM, DM, DS, EM, EN, IC, IM, MA, OM, PH, PN, QM, SM, SW, TN, ESF and ESM.

Professional Requirements Set For Deep Freeze Volunteers, Deadline Is 1 November

If you're in top physical condition, and are professionally qualified, now's the time to apply for next year's Operation Deep Freeze.

The Navy's manpower requirements for the 1964-65 Antarctic Program, as announced in BuPers Notice 1300 (dated 24 Jul 1963), make it clear that all assignments to Deep Freeze will be based on applications — and those who can qualify are urged to volunteer.

Those needed for the wintering-over party, which will remain in the Antarctic for at least one year, are:

• **Officers** — 13XX CDR (Commanding Officer); 1530/13XX LCDR and below, aerological experience; 13XX LCDR or LT, ground control approach experience; 11XX LT and below, communication experience; 21XX LCDR or LT, including flight surgeon with previous active duty; 22XX LT; 31XX LCDR and below; 41XX LCDR and below; 51XX LCDR and below; 849X; 798X.

• **Enlisted**—ET, RM, YN, PN, SK, DK, CS, SH, SH-3122, EM, IC, EN, DC, SF, CE, CM, EO, BU, SW, UT, CN, AG, AB, PH, HM, DT, MR, AC, AT-1577.

In addition, 120 officers and enlisted men will be selected for duty with Air Development Squadron Six (VX 6), the Navy's chief Antarctic support group.

• Officers in the following grades/designators are required for VX 6: 13XX CDR and below, experience in C-121, C-117, H-34, P-2J, or C-130 aircraft types; 135X LT and below, experienced aerial navigators; 31XX LCDR and below; 711X; 741X; 831X; 680X LT/LTJG; 685X LT/LTJG.

It has been estimated that 20 officers will be selected for VX 6, four of whom will be assigned to the wintering-over party.

• Enlisted men picked for VX 6 will number approximately 100, 23 of whom will be assigned to the wintering-over party. Ratings required are: RM, JO, AM, AME, AMH, YN, PN, SK, DK, CS, AN, AB, AK, PR, PH, HM, TN, AD, ADJ, ADR, ADH, AT, SD, ATN, ATR, AE, AEI, AEM, AMS, DT.

Volunteers for the Antarctic Program are subject to the following eligibility requirements.

All-Navy Cartoon Contest
Alfred B. Costro, SK2, USN



"Pssst . . . Holler when the mobile conteen orrives."

• Must have 24 months' obligated service. (Those with insufficient obligated service may agree to extend.) Naval Reservists and men eligible for transfer to the Fleet Reserve must agree to remain on active duty for 24 months.

• Must have a clear record reflecting sound moral character and professional dedication. Any history of pending domestic problems or indebtedness is disqualifying.

• Those who apply for duty with VX 6 must be cleared for access to secret material.

• Maximum age for enlisted men is 45 years. (Requirement waived for chief petty officers who have exceptional professional qualifications.)

• All candidates must meet the strict physical standards outlined in BuPers Notice 1300. Only those in top physical condition, and temperamentally adaptable to the rigorous conditions of Antarctic service, will be considered for assignment.

All applications for the 1964-65 Deep Freeze must be on the desk of the Commander, U. S. Naval Support Force, Antarctica, *no later than 1 Nov 1963*. The best qualified of those who volunteer will be selected early next year.

Once selections have been made, men in East Coast units will be ordered to the Naval Station in Washington, D. C., for screening. Those in West Coast units will be ordered to the Receiving Station at San Francisco.

Those who are finally selected will be ordered to Antarctic Support Activities, Davisville, R. I., or to the VX 6 home base at NAS Quonset Point, R. I.

Actual deployments to the Antarctic will get underway in September 1964.

All those who complete Deep Freeze tours will be awarded the Antarctic Service Medal.

And, every effort will be made to assign those who complete wintering-over to duty of choice.

Retirement May Be Routine But Not If You're Needed —Here's Latest Directive

If you're planning on voluntary retirement after 20 years of active service, the latest policy directive on the subject brings up some points you should keep in mind.

SecNav Inst. 1811.3E, which has been effective since 1 July 1963, makes it clear that:

• Voluntary retirement after 20 years of service is not an indisputable right.

• Regular Navy officers have a legal, vested right to voluntary retirement only after the completion of at least 40 years' active service.

• Enlisted personnel have a legal, vested right to retirement only after 30 years' service.

It boils down to this: Retirement after 20 years' service can be a routine matter, but it's not a right.

All requests for 20-year retirement are considered on the basis of service needs, and individual merits.

Normally, voluntary retirement is granted for the following:

• Flag officers with 30 years of active service and at least five years' service in flag grade.

• Other officers with at least 30 years' active service.

• Commanders and captains (0-5 and 0-6), warrant officers W-3 and W-4, and chief petty officers (E-7, E-8, E-9) who have completed at least two years' service in grade.

• Officers who twice fail selection for promotion.

• Those with limited assignability owing to over-age in grade, health deterioration, or similar causes.

• Those with serious personal hardships that could be alleviated by retirement.

It is often necessary to reject requests for retirement, even in cases

covered by one or more of the above points. For example, men who have special skills the Navy wants to make use of, and men in special billets that would be hard to find replacements for, often have their requests for retirement deferred.

These and other retirement policy matters are discussed in SecNav Inst. 1811.3E.

Latest List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

Spartacus (2354) (C) (WS): Drama; Kirk Douglas, Jean Simmons.

Donovan's Reef (2355) (C): Action Drama; John Wayne, Lee Marvin.

Cattle King (2356) (C): Action Drama; Robert Taylor, Joan Caulfield.

Get On With It (2357): Comedy; Bob Monkhouse, Shirley Eaton.

El Cid (2358) (C) (WS): Drama; Charlton Heston, Sophia Loren.

The Birds (2359) (C): Drama; Rod Taylor, Suzanne Pleshette.

Drums of Africa (2360) (C): Melodrama; Frankie Avalon, Marietta Hartley.

Amazons of Rome (2361) (C): Drama; Louis Jourdan, Sylvia Syms.

The Black Zoo (2362) (C) (WS): Drama; Rod Lauren, Virginia Grey.

The Young Racers (2363) (C): Comedy Drama; Mark Damon, Luana Anders.

Diplomatic Courier (2364) Drama; Tyrone Power, Patricia Neal (Re-Issue).

The Gunfighter (2365): Action Drama; Gregory Peck, Helen Westcott (Re-Issue).

Spencer's Mountain (2366) (C): Drama; Henry Fonda, Maureen O'Hara.

Duel of the Titans (2367) (C) (WS): Drama; Steve Reeves, Gordon Scott.

Erik, the Conqueror (2368) (C) (WS): Action Drama; Cameron Mitchell, Alice Kessler.

A Gathering of Eagles (2369) (C): Drama; Rock Hudson, Mary Peach.

Miracle of the White Stallions (2370) (C): Drama; Robert Taylor, Lili Palmer.

Police Nurse (2371) (WS): Drama; Ken Scott, Merry Anders.

The Caretakers (2372): Drama; Robert Stack, Polly Bergen.

The Great Escape (2373) (C) (WS): Action Drama; Steve McQueen, James Garner.

Periodically a list of TV films available for ships and overseas bases will be listed in ALL HANDS.

Time in Grade Plays Role In Retirement Schedule

New minimum two-year obligated service requirements for advancement to any of the three chief petty officer grades, and two-year-in-grade requirements for all chiefs and some officers before retirement or transfer to the Fleet Reserve are now in effect.

The new time requirements are contained in the latest Navy-wide policy directives on the subjects of retirement and advancement. In general, here's what they mean:

• Effective 1 July, all chiefs (E-7,

HOW DID IT START

Style That Goes to Your Head

Since ancient times, warriors have worn helmets as part of their protective equipment in battle. The helmet used by today's Navyman, therefore, has a background that dates back thousands of years. No one is sure just who the first helmet-wearers were, but some of the earliest records show that the Israelites, Assyrians and Persians used battle helmets of brass, leather and iron long before the time of Christ.

Primitive cultures in Africa and the South Seas are said to have used some form of head protection centuries before recorded history.

Ancient Greek and Roman war helmets were made of hard leather and later of bronze. The Corinthian style was a rounded shell that covered the entire head, with small openings for breathing and vision.

Around the 10th century, warriors used flat-topped helmets. However, these took the full force of a blow and were easily knocked off the head. A rounded shape then became the vogue because it deflected and spread the force of a hit.

A neck protector called a "lobster tail" became popular throughout Europe during the 15th century and was used extensively until the middle 1600s. As men became more proficient in warfare and developed new weapons, more emphasis was placed upon the use of metals for protection against arrows, axes, bolts, maces, swords and other weapons of medieval warfare. However, this introduced a serious weight problem. Charles V, King of France (1364-1380), was a man of average size, but records state that his jousting helmet weighed 40 pounds.



When the United States entered World War I an American helmet was not available. A helmet committee appointed by the American General Staff recommended that the British helmet be adopted, and by the fall of 1917 American production of the British helmet was under way.

This helmet was standardized as helmet M1917. After much experimentation during the years between World War I and World War II, a helmet was adopted for use by all types of military and naval personnel.

Designated the M1 helmet, it is still used by all services. The complete M1 helmet weighs about three pounds. The steel shell weighs two and one-quarter pounds and the liner three-fourths of a pound. This helmet became standard issue in 1941.

The year before, the Navy's Bureau of Ordnance had completed development of a telephone talker's helmet to be used aboard ship. This helmet was designated Steel Helmet Mark 2, and provided more protection to the forehead, sides and back of the head than the old Army helmet M1917.

The talker's helmet was of one-piece construction with an inner support of soft sponge rubber cemented to the inside of the steel shell. Still used by the Navy, along with the standard M1 type, it has become a symbol of the shipboard Navyman in a combat situation.

E-8 and E-9), warrant officers W-3 and W-4, and commanders (0-5) must complete at least two years of active duty in their respective grades before requesting retirement or transfer to the Fleet Reserve. A similar requirement had already been in effect for captains.

• Also effective 1 July, all enlisted personnel advanced to pay grades E-7, E-8, and E-9 must serve on active duty for at least two years from date of advancement.

In the case of retirement, only those entitled to a higher retired grade are exempt from the two-year requirement.

For advancement to E-7, E-8 or E-9, a man whose enlistment would expire before completion of two years from date of promotion would be required to execute an extension before the advancement is made official.

Administrative details on these points, and full policy procedures on voluntary retirement and enlisted advancement, are contained in SecNav Inst. 1811.3E (Retirement) and BuPers Inst. P1430.7D (Advancement).

All-Navy Cartoon Contest
William R. Maul, CT1, USN



"No hurry on that, Harris . . . take all night if necessary."

A Case Study from the Files of Navy Relief Society

The August 1963 issue of ALL HANDS *contained a rundown on the Navy Relief Society and a report on its operations during a 12-month period.*

Here is a case history from the files of the Navy Relief Society which demonstrates how it works with and for an individual family. From time to time ALL HANDS *will report on the different ways the Society has helped your Navy shipmates, and how it can be of service to you—in an emergency. The following account comes from one of the Navy Relief Society's annual reports.*

THIS CASE involves a first class petty officer, with his wife and five children, ages nine, five, three, two and nine months. He was retired in July with 100 per cent physical disability for tuberculosis and was almost immediately hospitalized in a Veterans' Hospital. Before retirement his family was making out satisfactorily with his pay and allowances. Now there were, however, outstanding bills, being paid through monthly installments totaling $85.00 for medical care for his wife and for necessary purchases of a refrigerator and furniture.

The Navy Relief Society's first contact came through the medical social worker at the Veterans' hospital, who wrote to say that the man wondered if he could borrow enough to carry his installment payments until he could get back on his feet. It was noted that in lieu of retirement pay, he was entitled to disability compensation by the Veterans' Administration which was somewhat higher. The Society suggested that, as a retired member of the service, the man was still eligible for assistance. It investigated the amount and nature of the debts, the general family situation and other pertinent facts to help in arriving at an appropriate solution of the problem.

It was found that the Navyman's debts totalled $629, and were reasonable and legitimate.

In order to get the family back on its feet and in a self-sustaining status, the Navy Relief Society paid the debts and provided an additional $50 for food for one month as an outright grant. The financial relief here is, of course, obvious. The intangible, however, came out in a subsequent letter from a medical social worker:

"At the present time, Mr. B. is in receipt of his VA compensation. His family finds this allowance quite sufficient after being relieved of his previously acquired debts.

"At this time Mr. B.'s condition has been stabilized enough for him to be recommended for re-sectional surgery. Your assistance to this patient's family played a most important role in helping him feel secure enough to accept surgery."

Eight Correspondence Courses Issued; Four Discontinued

Eight new Navy correspondence courses have been issued and four courses have been discontinued. Two of the four discontinued courses have been incorporated into one of the new courses. One is issued in revised form.

Discontinued are:

• OCC, *Naval Electronics, Part I*, NavPers 10925-A1.

• ECC, *Basic Electronics*, NavPers 91227-B.

• ECC, *Aviation Ordnanceman 1 & C*, NavPers 91662-A.

• ECC, *Guided Missileman 3 & 2*, NavPers 91360-A.

The cutoff date for receiving credit for *Naval Electronics, Part I*, and *Basic Electronics* is 25 Aug 1964. Courses must be completed and submitted to the Naval Correspondence Course Center, Scotia, N. Y., before that date.

The cutoff date for returning Aviation Ordnanceman 1&C, NavPers 91622-A, for grading is 3 Mar 1964. Credit for this course will not be given after that date.

The eight new courses for officer and enlisted personnel are:

• OCC *Control of Communicable Diseases in Man*, NavPers 91561.

• OCC-ECC *Naval Electronics, Part I*, NavPers 10445.

• ECC *Aviation Structural Mechanic S (Structures) 1 &C*, NavPers 91650-1.

• ECC *Aviation Ordnanceman 1 & C*, NavPers 91662-1.

• ECC *Torpedoman's Mate 1 & C, Vol. II* (Confidential, ER NavPers 91299.

• ECC *Gunner's Mate (Technician) 1 & C*, NavPers 91378. (Confidential) Rest. Data.

• ECC *Communications Technician M 1 & C*, NavPers 91561, Confidential (modified handling authorized).

• ECC *Missile Technician 3 & 2*, NavPers 91360-1.

This Report on Madrid Is a Must for the Navy Aficionado

YOU WILL FIND living in Madrid—or anywhere in Spain—both interesting and challenging. Interesting because you will be living in one of the most unusual countries in Europe; challenging because your job will be probably different from any other assignment you have ever had.

Problems will arise, of course, but other Navymen have coped successfully with them and there is no reason why you can't do likewise. To help you better face them, here is an abstract of the living conditions pamphlet prepared by the Chief of Naval Personnel (Pers G221). For a report on the living conditions in Rota and other parts of Spain, see the March 1958 and October 1961 issues of ALL HANDS.

Housing—There are no U. S. government quarters in Madrid for military personnel assigned to JUSMG and MAAG.

While looking for a permanent place to live, you may stay at a hotel or a "residencia." There are several de luxe, first, and second class hotels in Madrid. Either the European or the American plan may be chosen.

A "residencia" is a residence type hotel. It offers completely furnished apartments including linen, silver, china, etc., plus kitchenettes. They may be rented by the day or week. If you select a "residencia" be sure to check very closely the inventory of the items furnished in the apartment, as upon checking out you will be held responsible for them.

Lists of available houses and apartments are available periodically to new arrivals. In renting a house or an apartment, it is a requirement of Spanish law that a contract be signed; however, before signing any contract, you should obtain legal advice.

Prices range from $7.00 to $9.00 and up, depending on size of rooms and number of individuals occupying the apartment.

Hotel or residencia reservations can be made by your sponsor. Let him know what you want, how much you want to pay, etc. Don't be bashful about asking questions or soliciting his aid. He can help you avoid some of the mistakes he may have made in getting settled in Spain.

Personnel of JUSMG/MAAG without dependents occupy housing (that is, apartments) essentially the same as those with dependents.

Also available for a slightly higher cost are hotel suites with kitchen facilities. However, nothing prevents a single individual from bringing his own furniture and setting up his own apartment or house.

Madrid is primarily a city of apartment buildings, and has relatively few houses. However, it is possible to find some houses surrounded by small gardens in one of the residential districts. These are particularly desirable for families with small children.

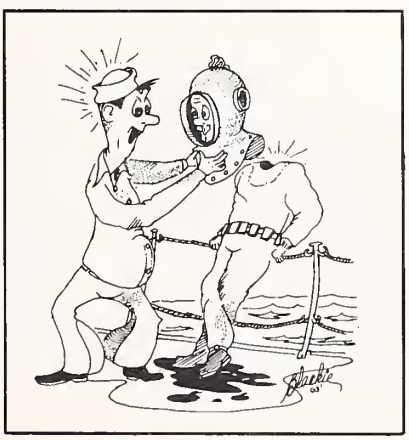
Rent for a furnished apartment, suitably located, for naval personnel with a family of three or four, is steep; it ranges from approximately $170 to $250 a month with heat furnished. Prices for furnished houses range from $160 and up, excluding utilities.

Houses and apartments are usually spacious. Most apartments and houses have separate dining rooms, one or more living rooms, and servant quarters which include a separate toilet and bathing facility.

When renting an unfurnished apartment or house, you may be required to install at your own cost, gas meter, light meter, water meter, all light fixtures, plugs, telephone, shelves, towel racks, mirrors and closet shelves.

Central heating is provided in apartments, but regardless of prevailing temperature, it is turned on on 1 November and turned off on 1 April. This is the law. Heating a house is expensive. Any type of heating—coal, oil, wood, etc.—is expensive and may cost from $25 to $60 a month during the winter months. This is above and beyond your rent.

All-Navy Cartoon Contest
Emmet J. Geisler, YN1, USN



Normally, apartments do not include garages. However, a very few do. Garage space may be rented for about $12 a month.

You are required to pay one month's rent in advance and to deposit a month's rent as a guarantee "fianza" before an apartment or house can be occupied. Any breakage or damage is deducted from the "fianza" at the end of the contract. A lease for six or twelve months is required and renewable.

You may have to wait from two weeks to two months before locating a suitable apartment or house, or while awaiting arrival of household goods.

It is estimated that the initial cost for moving into an unfurnished house or apartment may cost $400 or more. This is to cover the cost of painting, cleaning, purchasing and installing light fixtures, installing gas, telephone, closets, electric and water meters, as desired or required. Some of these costs may be absorbed by the landlords.

Dining Facilities — The U. S. does not operate any dining facilities in the Madrid area. There are officer, NCO and troop messes at Torrejon Air Base, 17 miles from Madrid. These messes are operated for Air Force personnel assigned to the base.

Appliances — Household service is 127 volt, 50 cycle, single-phase, alternating current, which may vary plus or minus 10 per cent. Three-phase, four-wire, 220 volt, 50 cycle AC is available for appliances offering this requirement. Small voltage regulators can be purchased locally in the Exchange. It is advisable to have an electrician check your voltage, since some houses are serviced with 220 volts and may require step-down transformers.

Electric clocks designed for 60 cycle operation will be of no value. Record players should be geared for

50 cycle operation. This can be done in Madrid or before departure from the States.

Plugs and sockets are of the European tubular type but adapters to the American blade type can be purchased locally.

Apartments and houses may have central or individual heating systems. Living room fireplaces are found in many houses, but small electric or kerosene heaters are useful and may be obtained at reasonable prices.

Spanish people customarily have all laundry done in the home by the maids, or in the case of a large family, by a laundress who comes in once or twice a week. There are a few "French laundries" for special items such as large tablecloths, etc., but commercial laundries as we know them do not exist. The maids are usually excellent laundresses; however, as most laundry is done by hand and often in cold water with the aid of wooden or stone scrub boards, clothing and linens are worn out rather quickly. Automatic washing machines will work in most areas of Madrid on city water pressure. Wringer washers may be used in outlying areas where water is from a well.

Since there is a variety of frozen foods at the commissaries, deep freezers may be desirable. An electric refrigerator is recommended, as it is rare to find one in a furnished apartment.

Some houses and apartments are equipped with wood or coal ranges though most have supplementary gas burners. Gas ranges are recommended over electric stoves. Gas, coal and electricity rates are high in comparison with U. S. rates.

Inexpensive telephone service is available, but unless phones and wiring are already installed, an indefinite period may elapse before telephone service is established. Installation costs about $17. Subsequent monthly bills are about $2.00

Short-wave radios are welcomed. You may wish to bring or purchase one at the Exchange. American and German makes are available at reasonable prices.

Torrejon Air Base now has in operation an FM radio station which features a variety of American programs, music and news. Madrid also has a television station. American sets will require internal retuning of the sound channel in order to receive this station. This can be done locally.

Domestic Help—If you bring your family, the employment of servants is expected. The cost of a servant approximates $20 to $25 for food each month, as well as wages of $18 to $20 per month.

Families with small children find it desirable to use the services of a cook (and a maid), and families living in houses frequently find it necessary to employ a part-time gardener.

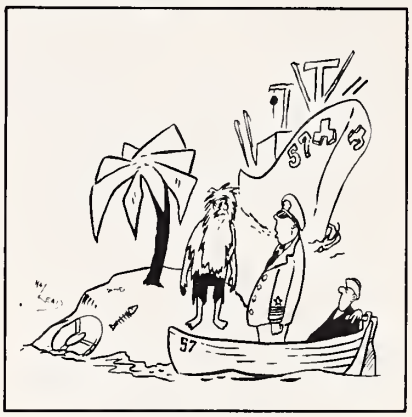
The custom of giving each servant two weeks' annual vacation with pay and a Christmas bonus of a month's pay, further adds to the expense. A new Spanish Social Security Act now requires the employer to pay 30 pesetas (approximately 50 cents) per month and the employee to pay 10 pesetas. An optional insurance policy is available for about $15 annually, but the Spanish Social Security is mandatory.

Domestic help in Spain is probably the best in the world for the money. All servants, with the exception of the daily helpers, live in. Shopping on the local market can be done by the cook or maid, if you wish. Newcomers should familiarize themselves with local food prices by occasionally accompanying maids on shopping tours.

Hints on Packing—There is a great difference in the manner of handling personal effects, depending upon whether your assignment is to JUSMG or to MAAG. Shipments destined for personnel assigned to JUSMG are handled through normal military channels and processed by Torrejon Air Base. Shipments destined for personnel assigned to MAAG are handled through Embassy channels. Because of this difference in procedure, MAAG personnel may be authorized to dispose of appliances and furniture before departure from Spain, but JUSMG personnel do not have this privilege.

If you have any question concern-

All-Navy Cartoon Contest
ENS Not B. Reod, USNR



"Been here long?"

It's Not Always Size That Counts

The Navy, which mushed to the North Pole with Peary and later surfaced there in nuclear submarines, introduced a new wrinkle to Arctic exploration by using two light, single-engine airplanes to land at the top of the world.

The purpose of the flight was to transport scientists and their equipment to the Pole to obtain gravity measurements.

Flights of light planes had previously been restricted to a 300-mile radius of the Navy's Arctic Research Laboratory located at Barrow, Alaska. However, the two planes which reached the Pole used the Navy's two floating ice island research stations, ARLIS-2 and T-3, as way stations in an effort to begin a widespread gravity survey of the Arctic Basin's unexplored regions.

At the time the flight was made, ARLIS-2 was some 170 nautical miles from the Pole and drifting slowly in a northerly direction.

The expedition took two weeks and temporarily occupied nine sites on the pack ice where scientists collected gravity data and made observations of ice conditions in the extreme northerly portions of the Arctic Ocean.

The data collected will be used in scientific interpretations of the earth's crustal and geological structure. Of equal importance to the scientific data was the future possibility of using light planes for support of scientific research conducted in the more remote regions of the Arctic Basin.

ing the packing and shipping of personal effects you should contact your sponsor immediately for advice.

If you are arriving in Madrid by aircraft, it is recommended that you bring one complete uniform. Ladies should bring one hat for making calls upon arrival. Other useful items include light jackets, sweaters, wash-and-wear clothing. Pack carefully, for this clothing may have to last you for at least one or two months.

If you are arriving in Spain by sea, you can afford to be more generous in your packing, since you also have available cabin baggage, and your hold baggage should be received in Madrid at least one month after your arrival.

It is recommended that all household goods be shipped by means of the "Thru Container—Door to Door" method on a U. S. Government Bill of Lading.

So as not to delay unnecessarily receipt of household effects, personnel assigned to MAAG should be certain the address on the shipment reads "MAAG" and not "JUSMG."

For MAAG personnel only: Before packing electrical appliances and firearms, the make, model or type, and serial numbers should be recorded. This information, including the present value of the item, as well as the description, make, model, serial, motor and registration number of the privately owned vehicle being shipped, if any, should be forwarded to the MAAG Transportation Officer in advance of your departure for Spain so that customs clearance may be initiated. If make, model, and serial numbers are not listed a delay in receipt may result due to customs clearance procedures. For information on how to handle car papers see section on "Personal Automobile."

All-Novy Cartoon Contest
Jomes E. Linneboll, YN2, USN



"A dummy gontline is o gantline reeved from the crosstree of the lodder on o most up through the truck sheove ond bock. Any questions?"

For JUSMG personnel only: Private automobiles for JUSMG personnel are processed by Torrejon Air Base and do not require the information required for MAAG personnel. Household effects are also processed through normal military channels by Torrejon Air Base.

Allowonces—The cost of living index (subsistence) and housing allowance are as authorized in the current *Joint Travel Regulations.*

Housing in kind or allowonce—Royal Oaks is the only housing available to JUSMG/MAAG personnel other than "economy" housing. This is a rental guaranty housing project, consisting of 866 family housing units, located near Madrid. Officer personnel of JUSMG/MAAG are not required to live in the project as long as the units can be filled with Sixteenth Air Force and tenant organization families. This project is available to enlisted personnel of JUSMG/MAAG and a few POs elect to live in the project.

A temporary lodging allowance is payable to all military personnel who are required to live in hotel-like accommodations for the first 60 days after arrival in Spain or until permanent quarters are occupied. This allowance is also applicable for the last 10 days in Spain if you reside in hotel-like accommodations. Rates are shown in current *Joint Travel Regulations.*

Food — A type of the American supermarket system exists in Madrid; however, the Spaniard buys his staples from a dry grocer, vegetables and fruits from the greengrocer, fish from one shop, and meats from another. The USAF operates a commissary, base exchange, and Class VI facility in the Madrid area as well as at Torrejon Air Base. In most cases the items stocked in these facilities are of the same quality and carry the same brands as items stocked in stateside facilities.

You are strongly advised not to eat any local dairy products, including ice cream. The Commissary carries all types of U. S. dairy products, including ice cream, but substitutes reconstituted milk for fresh milk.

Fruits and vegetables are available on the local market. All should be washed thoroughly and preferably in a germicidal rinse. If possible, do not eat raw fruits and vegetables without first peeling them.

Clothing for men—Clothing of the conservative type is the general rule. Civilian clothing is worn by all military personnel of JUSMG/MAAG while on duty, with certain exceptions. Uniforms—winter or summer, depending on the season—are re-



FEAR NOT, that is if you pass ALL HANDS Magazine on to the nine Navymen who are waiting nearby.

quired for official calls and visits to Spanish installations, some official functions, official briefings, and for trips to U. S. military installations outside Spain.

At the present time the uniform is worn every Tuesday morning. The uniform is also required when reporting to the Chief of JUSMG/MAAG upon arrival for duty. Therefore, it is mandatory that you have in your possession upon arrival a complete uniform. You will need it at least twice during your first week.

Clothing of a weight suitable for Washington, D. C., will be needed in Madrid. Lightweight gabardines, tropicals, rayons and cottons are suitable for summer wear and woolens for winter.

The Exchanges in Madrid and at Torrejon Air Base stock clothing of good quality. There are also many outlets available for tailor-made suits which are of very high quality, well tailored, and inexpensive.

Clothing for Dependents—Many individuals find an increase in their social activities in Spain. Generally speaking, an elegant afternoon dress is appropriate for almost any function. Cocktail dresses are useful and advisable; bring relatively few evening dresses. Suits are most popular during the colder weather. Sweaters for both day and evening wear are used in all seasons.

Hats are always worn at weddings but are seldom worn at other social functions. Fashionable hats can be purchased more cheaply in Madrid than in the United States.

Shoes, stockings, underwear, formal dresses, one-piece bathing suits, and conservative beach costumes can be brought from the States, purchased locally, or ordered from the States through APO channels after arrival. Slacks or shorts are rarely worn by women in their homes, in the country, or on the beaches.

It is recommended that a sufficient supply of ladies' American shoes be brought. Few American women are able to get along with the local custom-made shoes, as they do not have the arch support of the American lasts. Men's and children's shoes can be purchased at the exchange or locally at reasonable prices.

Note that in Catholic churches ladies should, in addition to covering the head, wear clothing that does not expose any part of the arms above the elbow.

Specific information concerning clothing can be furnished by your sponsor.

Passports—JUSMG military personnel do not require passports. However, all MAAG military and civilian personnel, including dependents over 16 must have a passport before arrival in Spain. This is applicable to dependents of JUSMG personnel also. Minors traveling in Europe unaccompanied by their parents (summer camp or school) will be required to have a separate passport. Minors can be included in the mother's passport.

Passports are of three types: Diplomatic, official (formerly special) and regular.

Entry Privileges – Each person assigned to JUSMG or MAAG is authorized to import duty-free his initial shipment of household goods (including one appliance of each type) and one automobile.

APO facilities may be used for sending and receiving mail, packages, and gifts. Duty regulations currently in effect should be checked for limitations on amount which may be sent duty-free. You should notify correspondents that import duty is charged on all packages sent to a local address in Madrid, rather than through the APO address.

Transient personnel may import the following duty-free: Personal effects and jewelry; typewriter; one still and one movie camera, if accompanying traveler; and a reasonable quantity of film. Price tags should be removed from personal effects; otherwise such items may be subject to duty.

Customs inspection at the borders or airports is not severe. There is no customs where MATS flights and various visiting U. S. aircraft land.

In the event of an accident or an incident, you are normally required to appear before a Spanish judge, accompanied by a member of the U. S. Embassy to make a statement concerning the case. In most instances, this is at your convenience.

Required Immunizations—Smallpox, typhus, typhoid, tetanus, and polio immunization are required.

DD Form 727 for military personnel and the International Certificate for civilian personnel and dependents of military personnel should be up-to-date before departure from the United States. Facilities are available at the Base Hospital, for checking shot records and giving shots.

Language Training—It is important to learn as much Spanish as possible before coming to Spain. A basic knowledge of the language is necessary and a continuing effort to become proficient in Spanish is required of assigned personnel. Most U. S. organizations offer free classes in Spanish. These can be supplemented, if you wish, by private Spanish lessons which are inexpensive and readily available.

Medical Facilities—A USAF hospital, staffed by U. S. Air Force doctors, is in operation at Torrejon Air Base. This hospital can provide complete medical care and examination to include eyes, EKG, and X-rays.

The Dental Clinic in the hospital has adequate facilities. Insofar as possible all dental work should be completed before you arrive in Spain. There are several Spanish dentists in Madrid who do excellent dental work.

The British-American Hospital, established in the University City area of Madrid, is modern and efficient.

Finance and Banking—The monetary unit in Spain is the peseta. Both paper money and coins are used. Paper money is made in denominations of 5, 25, 50, 100 and 1000 pesetas. Coins are used in denomina-

All-Navy Cartoon Contest
LCDR B. E. Ladge, USN



"Our competitive seamanship exercises have just been canceled . . . you're not needed as chief observer now, Sir."

tions of 1, 2½, 5, 25 and 50 pesetas, plus denominations of 10 and 50 centimos. An amount of 100 centimos is equal to one peseta, and at the present rate, 59 pesetas and 80 centimos are equal to $1.00.

There is no limit on dollar currency or dollar instruments which may be brought into Spain, but according to law, you must declare all foreign currency.

Tipping—Though a service charge of 15 per cent has been added to most hotel and restaurant bills, it is customary to give a small personal tip in addition. In restaurants five to 10 per cent of the total bill is considered sufficient.

Transportation and Travel — Air service to and within Spain is very satisfactory. One commercial airline has its terminal point in Madrid and another in Barcelona. A Spanish airline provides good service to points in Spain. MATS has a terminal at Torrejon Air Base.

Ocean travel by commercial means is excellent. Also Military Sea Transportation Service (MSTS) vessels call regularly at Spanish ports.

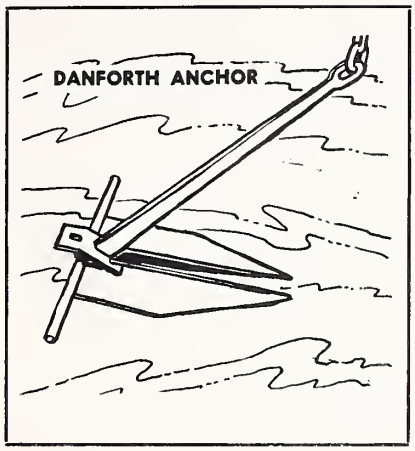
Rail travel from a Spanish port of entry to Madrid is satisfactory although trains are slow and often overcrowded. Dining facilities on trains are meager and there are no provisions for very small children.

Personal Automobile—You are authorized to import duty-free one automobile in the first installment of personal effects.

Any popular American car is practical, with light- or medium-weight cars appearing to be more suitable for Spanish roads and traffic conditions. Service and repair agencies are reasonably adequate except for automatic transmissions. U. S. motor oil, as well as spark plugs, windshield wipers, brake fluid, fan belts, tires, and some standard parts can be purchased locally or at the Base Exchange. Replacement parts and special kits can be purchased by mail. Car insurance of all types can be purchased in Spain.

Gasoline coupon books may be purchased at the Base Exchange. A 200-liter book (approximately 50 gallons) costs $9.50 at present. Service stations generally carry 96 octane gas, but at one Madrid station it is possible to obtain approximately 100 octane gas for your car.

Grains of Salt—



Schools — A military dependents' school, including all grades of grammar school and high school is available. The high school is accredited by the North Central Association of Colleges and Secondary Schools. A private U. S. school was opened this year in Madrid.

There are many good private schools available in Madrid, with relatively low tuition rates—$19 to $56 a quarter. Instruction in these schools, with one or two exceptions, is in Spanish. Most of these schools are run by religious orders and are not coeducational.

Spanish is taught in all grades of the dependents' school, and French is available in most grades. Piano, guitar and other musical training is readily available from skilled Spanish private instructors at very reasonable prices.

Debarkation and Reception — Personnel traveling via commercial vessel debark at Algeciras, Spain. Those traveling via MSTS vessels debark at Barcelona. Overland travel from these ports to Madrid is made by train. Military representatives provide reception at ports and arrange for movement of accompanied hold baggage. A representative (JUSMG or MAAG) meets arrivals at the Madrid railway station.

Personnel traveling via MATS arrive at Torrejon. Those traveling via commercial air arrive at Barajas Airport. A representative (JUSMG or MAAG) meets new arrivals.

Be sure to keep the chief of the JUSMG or MAAG section to which assigned fully informed of mode of travel, date of departure and date of arrival in Spain. A TWX sent just before departure from the ZI will greatly assist the JUSMG or MAAG representative in his reception.

Social Life—Spanish hours differ somewhat from usual American hours. Generally speaking this means—breakfast 0830 to 0900; lunch hour 1400 to 1630; cocktails 2030; dinner 2130, 2200 or later. All stores are closed during the lunch hour. Restaurants usually open for the evening meal at 2100 hours. Calling hours are from 1700 to 1900.

Leave and Pass Policy—You are encouraged to avail yourself of the 30 days' leave authorized per year. Generally short leaves of less than one week are discouraged. Because of the distance involved in traveling to the various boundaries in Spain or crossing the borders into other countries, it is believed that a minimum of seven days' leave is required.

For the points of interest in and near Madrid, normal off-duty time on week ends and holidays is more than enough to see these places.

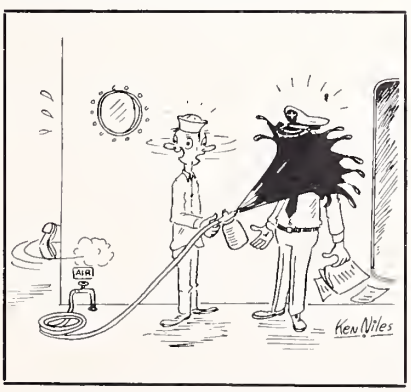
Recreation—Clubs with facilities for tennis, golf, swimming, horseback riding, etc., are available. Equipment for most sports can be purchased locally.

Torrejon Air Base has NCO, Officers' and Enlisted Men's Clubs.

The U. S. Information Service has a circulating library which includes children's books. The library has little information on Spain, as its primary aim is to teach Spaniards about the U. S. Torrejon Air Base has an adequate lending library.

Amount of Money Recommended on Hand—New arrivals in Spain soon

All-Navy Cartoon Contest
Kenneth O. Niles, RMC, USN



"Am I working this paint gun right, Chief? . . . Chief? . . . Oooops!"

discover that their initial expenses are deceptively high. A partial pay and travel pay may be drawn immediately upon arrival; normal pay and the special allowances at the end of the month. Here are some of the ways your money will be spent in the first few weeks.

- Temporary quarters in a hotel or residencia.
- Food for yourself and family, including many meals in restaurants.
- Payment of first month's rent in advance, plus an extra month's rent when you find an apartment.
- Travel around the city, initial purchases at the Exchange.
- Travel to entry point to pick up car.
- Initial dues to join a club, etc.

Married personnel accompanied by dependents should have on hand $400 when they arrive in Spain. Married personnel unaccompanied by dependents need about $300. Bachelors can do with $200 to $250. Unusual monthly expenses initially range from about $200 for bachelors to $400 for personnel with dependents.

Hardship May Result From That Extra Per Diem Pay

Navymen who receive orders authorizing per diem, as well as those who initiate such payments should be wary of authorizing and receiving payments of per diem for periods of more than six months. Here's why:

Although payment of per diem may not normally exceed six months, auditors are finding an increasing number of instances in which such payments have been authorized for much longer periods—sometimes for as long as four years.

In most cases, the payments were made and received in good faith. However, when the accounts are audited, exception is taken to such payments and, in some cases, the Navyman on the receiving end has had to make a substantial refund to the Treasury.

It takes almost no imagination to know this works a considerable hardship on the Navyman who may have spent the money he thought he had. Also, authorization of a payment to which exception is taken reflects no credit upon the individual or organization which authorizes such a payment.

The payment of per diem is for one purpose—to compensate individuals in a travel status for the extraordinary expenses they incur away from home. It isn't supposed to be a reward or incentive pay for certain duties.

Those who write orders should make certain the payment of per diem is actually proper under regulations. If there is any doubt, the case should be referred to the Chief of Naval Personnel for advice.

New Leadership Manual To Describe Best Practices and Procedures for COs

The Navy has always emphasized the development of better leadership for attaining peak combat readiness.

As an aid to commanding officers, BuPers has published the *United States Navy Leadership Manual* which contains information that can assist in their everyday exercise of leadership. The manual also includes an up-to-date list of leadership materials available in the Naval Supply System.

The new *Leadership Correspondence Course* (NavPers 10903A) is available; and other courses containing sections on leadership are in the *List of Training Manuals and Correspondence Courses* (NavPers 10061).

Leadership training is given in officer candidate courses, in curricula at the U. S. Naval Postgraduate School; in all Class B schools; and at the Petty Officers Leadership Schools (Class C) located at Norfolk, Great Lakes and San Diego.

Leadership Field Teams are available to assist commands with their leadership programs. Their services, however, must be requested by the command which desires them. A list of leadership teams, their addresses and the areas they service is included in BuPers Inst. 5390.2B.

Team assistance is frequently in the form of a two-hour command presentation. A more advanced effort may include demonstrations to selected officers of problem-solving techniques and discussion methods.

Because conditions vary, no rigid methods of leadership development can be prescribed for the Navy as a whole, and commanding officers are therefore expected to select the materials and methods of leadership instruction most suitable for their commands.

In any event, BuPers Inst. 5390.2B requires that they review their leadership standards periodically and provide programs for instruction in leadership principles and practices.

Only high quality officers and petty officers should be chosen to fill quotas at leadership schools and courses, and graduates of leadership schools should be employed in the commands' leadership efforts.

Commands are urged to submit new ideas on leadership training and comments on the effectiveness of leadership materials, field teams and graduates of the leadership schools through channels to the Chief of Naval Personnel.

Among Your Souvenirs

• **RELICS WANTED**— A search for old ship flags, commissioning pennants, pre-World War I uniform items and small arms, and other relics of historical interest, is being made by the Office of the Navy Curator in hopes of rounding out its collection at the Naval Historical Display Center.

The Center, which opened recently in Washington, D. C., has room for any suitable relic that helps tell the story of the U. S. Navy's historical development.

Perhaps you have an old flat hat ribbon which is inscribed with a ship's name, an old sextant or barometer, a steaming log, a picture or two, an old sword, pistol, carbine, dirk, a historical document, or some other Navy item that's been gathering dust as a souvenir.

If you possess such a relic, and wish to share it with the public, you are urged to contact the Navy Curator. If your contribution is suitable, and you provide background information, it will become part of the growing collection on display at the Historical Display Center, or at some other Navy exhibit. You, as donor, will receive full credit when your contribution goes before the public.

If you can help, contact:

RADM E. M. Eller, USN (Ret.)

The Curator, Department of the Navy

Office of the Chief of Naval Operations

Washington 25, D. C.

Belay Those Requests For Award of Armed Forces Expeditionary Medal

If you've participated in any of a number of overseas U. S. military operations since 1 Jul 1958, you may be eligible to receive the new Armed Forces Expeditionary Medal which will be awarded to individual Navymen as soon as a list of eligible ships and units is compiled and the medals are available in sufficient numbers.

Conditions under which the medal can be earned are listed in SecNav Inst. 1650.19A. In general, it may be awarded to Navymen who participate in any U. S. military operation that encounters armed opposition, and those who are placed in a position to encounter hostile action by foreign armed forces.

The medal is authorized for three different categories of operations. The following have thus far been determined eligible for the periods shown:

- *United States Military Operations*—Service in Berlin between 14 Aug 1961 and 1 Jun 1963; Lebanon between 1 Jul 1958 and 1 Nov 1958; Quemoy and Matsu Islands between 23 Aug 1958 and 1 Jun 1963; Taiwan Straits between 23 Aug 1958 and 1 Jan 1959; and Cuba between 24 Oct 1962 and 1 Jun 1963.
- *United States Operations in Direct Support of the United Nations*—Participation in U. S. operations in direct support of the United Nations in the Congo between 14 Jul 1960 and 1 Sep 1962.
- *United States Operations of Assistance for Friendly Foreign Nations*—Participation in U. S. operations in Laos between 19 Apr 1961 and 7 Oct 1962, and in Vietnam between 1 Jul 1958 and a date yet to be announced.

To qualify for the medal, you must have been a bona fide member of a unit engaged in one of the above operations, or must meet at least one of the following requirements:

- Have served at least 30 consecutive days in the area of operations.
- Have been engaged in direct support of the operation for 30 consecutive days or 60 non-consecutive days, provided this support involved entering the area of operations.
- Have served for the full period when an operation was of less than 30 days duration.
- Have been engaged in actual combat, or duty equally as hazardous as combat duty, during the operation with armed opposition, regardless of actual time spent in the area.
- Have participated as a regularly assigned crew member of an aircraft flying into, out of, within, or over the area in support of the operation.
- Have been recommended or attached to a unit recommended by the Chief of Naval Operations or a commander of a unified or specified command.

This medal is awarded only for operations for which no other U. S. campaign medal is approved.

Only one medal may be awarded to any one person. (For succeeding operations which justify such an award, one bronze service star may be worn on the medal or ribbon bar, as prescribed by *Navy Uniform Regulations*. A silver star is worn in lieu of five bronze stars.)

The new medal takes precedence immediately after the Antarctica Service Medal, and may be awarded posthumously.

If you believe you are eligible for the Armed Forces Expeditionary Medal, you are requested to withhold any inquiries until the list of eligible ships and units is completed. Then your eligibility can be verified.

Further instructions will be issued when the lists are published and the medal is available for distribution.

WHAT'S IN A NAME

Sonic Boom

The abrupt, startling sound of the sonic boom is an accepted phenomenon of the age of supersonic flight. Exactly what it is, however, and what it can do, is widely misunderstood.

Sonic booms come suddenly, without warning. Most are startling; the complete absence of fire, smoke, lightning, or some visible evidence of their occurrence, makes them difficult to understand.

Contrary to popular belief, a sonic boom does not occur only when the aircraft "breaks the sound barrier." The boom does, however, begin at this point.

Sound waves normally travel about 762 miles per hour at sea level. The boom is the result of pressure waves which build up around an aircraft flying faster than the speed of sound. These pressure waves come together to form two cones extending back from the nose and tail of the aircraft, in a pattern about like the one a boat makes, speeding through water.



The waves follow the path of the aircraft, and travel to the ground at the speed of sound. They become audible when they slap against the surface of the earth. (The same kind of pressure wave is created by a common thunderclap.)

In level flight, at supersonic speed, an aircraft actually "drags" the pressure cones, as long as its speed is faster than the speed of sound. As the lower edges of the cones are dragged along the ground, the pressure pulse is heard as a delayed boom.

The width of the path, and the intensity with which the boom is heard, will vary depending on the altitude, size, weight and speed of the aircraft, the temperature, wind, terrain and amount of moisture in the air. At times a boom may not be heard at all (atmospheric conditions may dissipate the shock waves before they reach the ground).

Aircraft test and research data indicate that sonic boom pressures cannot cause structural damage to a house or building, or directly injure a person. Tests have shown it takes pressures of 70 or more pounds per square foot to damage buildings. (Under normal conditions, pressure from a sonic boom does not exceed five pounds per square foot. The strongest sonic boom on record, 33 pressure pounds per square foot, was measured on a mountain top, only 300 feet below the passing aircraft.)

At present, only military aircraft are capable of creating the sonic boom. Before long, however, civilian airliners and transport craft will trovel at supersonic speeds.

BOOKS

ENTIRE WORLD COVERED IN THIS MONTH'S SELECTIONS

FOR A CHANGE from the grim threats of every variety that seem to hang over each of us today, let's look at a book that will help you get away from it all. We suggest you try **Sailing and Racing Catamarans,** by CDR Edward F. Cotter, USCG, the next time you drop around to your ship or station library.

Catamarans are a relatively new twist on the old, old art of sailing and, as yet, are more-or-less little known to the average sailing enthusiast. CDR Cotter does his best to rectify this situation. An old-timer in the art himself, he gives a most comprehensive picture of these twin-hulled sailing craft that are noted for their speed and easy maneuverability. His discussion ranges from the cats' development to price ranges, manufacturers and distributors and racing tactics. The more obvious subjects such as rigging, launching and setting sails are, of course, thoroughly covered.

The Americans, by Oscar Handlin, appears to be a logical selection to follow our brief excursion upon the waters. Handlin is less concerned with what is known as formal history than he is with the development of attitudes, goals, manners and morals. Nevertheless, he also manages to include a substantial amount of solid history. He goes back as far as the East India Company, which began as a strictly commercial enterprise, and shows how such a get-rich-quick scheme developed into a stable society. He goes on to describe how this society became a culture which, in the 17th and 18th centuries, was at first provincial and dependent on Europe, later breaking free into independence. You'll find it most interesting.

In referring to *The Americans,* we touched lightly upon the matter of history. Now, we'll bear down a little with a few terse comments on **Dawn Like Thunder,** by Glenn Tucker and **The Battle For Guadalcanal,** by Brigadier General Samuel B. Griffith, USMC, (Ret.).

Dawn, which is devoted entirely to the Barbary Wars, covers those years when the United States emerged as a national entity, reaching out to protect its own and to prove to the world that it had become an international power. In his account, Tucker tells of the heroes with whom most Navymen are more or less familiar—Bainbridge, Dale, Decatur, Lawrence, Preble, Rogers, Somers and Baron—in considerably greater detail than is usually found. He covers the ships, too—*Constellation, Constitution, United States, Essex* and *George Washington*—in much the same style.

Guadalcanal describes the series of vicious land battles, the defense of Henderson Field, and the naval engagements that eventually led, some six months after they began, to one of the first U. S. victories in World War II. Griffith manages to give the flavor of the stifling jungle fighting, but this is more than a straight battle narrative. He has a few pointed comments on some of the blunders and miscalculations committed by both sides that prolonged the fighting.

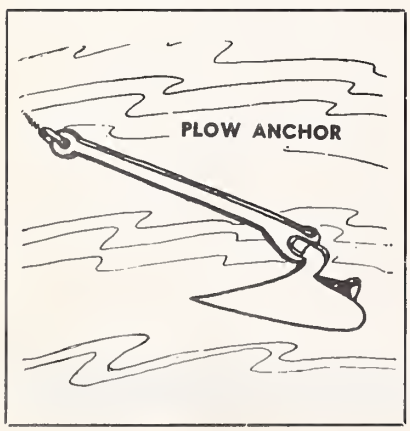
It's possible, with only a slight flexibility of the term, to suggest that the following two titles might also be considered as history.

Ever been in **Lower Mekong?** We hadn't heard of it, either, until we ran across a book of that title, written by C. Hart Schaaf and Russell H. Fifield. Although it sounds somewhat like a gag line, actually the Lower Mekong is one of the great rivers of Asia, and runs through Laos, Thailand, Cambodia and Vietnam—as well as a number of other countries. The book describes one of the greatest economic developments of our time. In these four nations, one of the biggest streams in the world is in the process of being harnessed for the benefit of mankind. Either directly or indirectly some 40 million people stand to benefit from the many uses of the river. The plan, under the sponsorship of the United Nations, cuts across the international boundaries of four sovereign states, and the authors discuss in considerable detail the significance of this tremendous project.

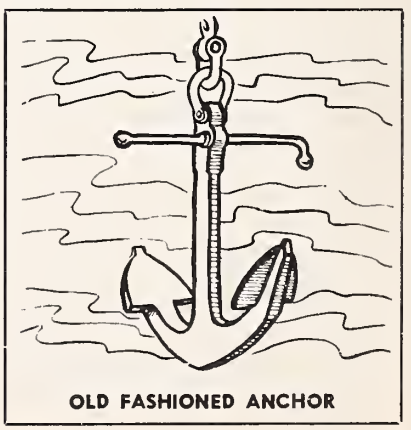
So much for present history. Future history is covered by **Harnessing Space,** by Willy Ley. Here, Ley attempts to point out in what areas of living the influence of space sciences is likely to be felt. Quoting extensively from congressional committee reports prepared for Congress, he insists that the principal aims of space research are intended for practical and peaceful purposes: Global weather forecasting, intercontinental transmission of television, worldwide communication, navigational aids, planetary probes and manned orbital flights. Space research, Ley insists, is not for military purposes alone. He presents his case well, as he should, for he has written books on similar subjects.

For fiction, we turn to **To Build A Ship,** by Don Berry, a robust, he-man novel in the grand tradition, with one twist. The female over which all the boys are fighting this time happens to be a ship. The scene is Oregon; the time, the 1850s. Stranded from civilization through the death of the captain of a once-a-year ship, a handful of young men decide to build their own. It's not as simple as it seems, they discover, but it all turns out in the end after a spell of murder, treachery and death complicates the proceedings.

Grains of Salt—



Grains of Salt—



DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ ANDERSON, George W., ADM, USN, for service as Chief of Naval Operations, principal naval advisor to the President, and member of the Joint Chiefs of Staff, from August 1961 to August 1963. Under his skillful and effective guidance, the operating forces of the Navy have contributed significantly to our national posture and have carried out their world-wide responsibilities with a view toward enhancing the prestige of the United States and its objective of world peace. Admiral Anderson's knowledge and understanding of the complexities of international relations, his recognition of the requirements generated by swiftly paced, changing world situations, and his dedication to high military standards have been applied effectively toward keeping the Navy strong and maintaining the United States in a pre-eminent position among the maritime powers of the world.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ BOGARD, Thomas E., SOCS, USN, for service from 11 Aug 1961 to 1 May 1963 while serving on board USS *Wilkinson* (DL 5). As the ship's representative responsible for the installation, maintenance, and operation of the prototype AN/SQS-26 (XN-2) sonar, Bogard, throughout the installation and technical evaluation of this newest and most important sonar, consistently made organizational recommendations and implemented maintenance procedures which helped markedly to avoid or minimize delays. His technical knowledge and outstanding leadership permitted extensive modification of the AN/SQS-26 (XN-2) and emergency replacement of the transducer, which would not have been feasible at such a late date without his efforts. Nine months before the system was ready for testing, he devised, developed, and conducted an excellent training course for shipboard personnel.

★ MAHINSKE, Edmund B., CDR, USN, for services during the period August 1957 to December 1962 while serving as Assistant Naval Tactical Data System Project Officer, Bureau of Ships. During this period CDR Mahinske made important design contributions in the field of high-speed automatic data links, including both the over-all design concept and the details of circuitry and equipment design. His contributions in this field have resulted in significant improvements in exchange of combat information in naval tactical situations.

★ STOUTENBURGH, Joseph S., CDR, USNR, for services during the period July 1957 to October 1962 as Assistant Naval Tactical Data System Project Officer, Bureau of Ships. During this period CDR Stoutenburgh contributed outstanding direction and engineering skill in the design of programs and equipments in the complex Naval Tactical Data System. His contributions have resulted in advanced concepts in system design and equipment reliability.

★ SVENDSEN, Edward C., CAPT, USN, for services during the period June 1957 to July 1961, while serving with the Bureau of Ships as Naval Tactical Data System Project Officer. During this period, CAPT Svendsen contributed outstanding direction and engineering skill toward the early, successful completion of the Naval Tactical Data System. His contributions to this program have resulted in significant improvements in Fleet anti-air warfare capability.

Gold Star in Lieu of Second Award

★ KNICKERBOCKER, William L., RADM, SC, USN, for service from January 1957 through December 1961 while commanding the Military Medical Supply Agency, and from January 1962 through June 1963 while commanding its successor activity, the Defense Medical Supply Center. RADM Knickerbocker planned for, organized, and implemented one of the first elements of a radically new unified logistics support concept. As Executive Director, Military Medical Supply Agency, he was responsible in large measure for the increased level of supply support to the Fleet and the operating services of our sister services, and for significant economies—factors influencing the decision of the Secretary of Defense to expand a now-proven concept into the completely unified Defense Supply Agency.

Gold Star in Lieu of Second Award

★ MARTELL, Charles B., VADM, USN, for service as Deputy Director of Defense Research and Engineering (Administration and Management) from 9 Mar 1961 to 19 Jul 1963. Responsible for all administration, management, and planning phases of research and engineering programs for the Secretary of Defense, and acting as the cognizant Deputy for the Defense Science Board, he made a distinctive contribution toward improving the efficiency and effectiveness of the Office of Director of Defense Research and Engineering.

Gold Star in Lieu of Third Award

★ CARSON, Joseph M., RADM, USN, for service during October and November 1962 while serving as Commander Fleet Air Jacksonville. Throughout recurring periods of crisis and tension in the Caribbean area, RADM Carson carried out his responsibilities with marked professional skill and leadership. The success of the quarantine operations in 1962 was due in large measure to his notable contribution to the antisubmarine warfare effort and the monitoring of shipping bound to and from the Cuban area. RADM Carson was outstandingly successful in developing and implementing new and improved methods for the positive control of air space allocated for military and civilian use.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ HANVEY, Gerard R., SN, USN, for heroic conduct on the afternoon of 6 Jan 1963 while serving on board USS *Hermitage* (LSD 34) as pier sentry at East Quay Wall, U. S. Naval Amphibious Base, Little Creek, Norfolk, Va. When a man leaped over the side of the pier and plunged into the water eight feet below, Hanvey, who witnessed the incident, immediately dropped his rifle and helmet, rushed to the scene, and jumped into the icy water in an attempt to effect a rescue. Although pulled beneath the surface of the water several times by the struggling victim, Hanvey succeeded in keeping him afloat until help arrived.



"TODAY THE NEW *Lexington* takes up where the old left off. May her career be full of glorious achievement. She will play her part. She will help carry out our pledge, that freedom shall not perish from this earth."

The strong voice of the man speaking echoed throughout the Fore River Shipyard in Quincy, Mass. It was magnified a hundred times by the public address system set up for the occasion, but sometimes it trembled. The time was nearly 21 years ago.

The carrier about to be launched was the subject of his dedication; it was the namesake of a ship he once commanded. The Japanese had sunk his ship, pounded it with bombs and torpedoes, during the aerial onslaught at the Battle of the Coral Sea in May 1942.

Rear Admiral Frederick C. Sherman, last man to leave the old *Lexington* (CV 2) before she was sunk, spoke of the accomplishments of his old ship and told how the new *Lex* would carry on in typical *Lexington* fashion. As CV 16 slid down the ways and into the waters for the first time, the words of Rear Admiral Sherman accompanied her.

Five months later, on 17 Feb 1943, uss *Lexington* (CV 16) was commissioned at the South Boston Navy Yard in Massachusetts, fifth ship bearing that name for the United States.

TODAY, MORE THAN two decades later, *Lexington* is still going strong. This is her story.

When *Lex* went to sea the war in the Pacific was some 15 months old, but she still had time to make the enemy pay a high price for this single U. S. aircraft carrier. At war's end the *Lex* island structure displayed flags of the Rising Sun with little room to spare. More than 850 Japanese aircraft had been claimed destroyed by the carrier's aircraft and gunners while 300,000 tons of enemy shipping were sunk and another 600,000 tons damaged, according to claims.

After commissioning, *Lexington* underwent practice maneuvers and shakedown until the early part of the summer, 1943. Air Group 16 had come aboard on April 23 and the two 16s were to make an admirable team for combat. They reported to Pearl Harbor on 9 August.

For *Lexington* Minutemen and other Pacific units, Pearl was the only true liberty around. The other "ports" —Eniwetok, Majuro, Ulithi—permitted the sailor to shake off his sea legs for a while, but that was about all they offered.

LEX HAD HER FIRST ACTION experience during routine raids on Tarawa and Wake beginning in September, and started making a name for herself during the fight for the Gilberts (19-24 November). On 23 November, 12 aircraft from CV 16 met a group of 20 enemy aircraft and, in the ensuing battle, accounted for 17 out of the flight. On the following day another 12 *Lex* pilots reported 12 more as "definites." In the two air battles, American casualties were naught.

CAPT (later Admiral) Felix B. Stump, first commanding officer of *Lady Lex,* said in his action report that he "would be interested to know if, in the brilliant

records of other fighting aircraft units in this war, such a record has been equalled." Continuing to explain this outstanding performance in *Lexington's* first real encounter, he told how "it is probable that the courageous and aggressive action on the part of Fighting 16 demoralized the Japanese Air Command in the Marshalls." He said they were so demoralized that the enemy wasn't able to send any more planes toward the Gilberts while *Lex* remained on the intercept station. By preventing enemy air attacks from the Marshalls, CAPT Stump said, "Fighting 16 contributed an appreciable share to the successful conclusion of the conquest of the Gilberts."

AFTER THE GILBERTS, *Lexington* was dispatched to concentrate on Kwajalein Atoll in the Marshalls. In the course of the first strike, including raids on enemy vessels and fights with Japanese aircraft while transiting to and from these vessels, the "twin 16s" performed remarkably. In only one day the air group destroyed 20 of the opposing planes in the air and three bombers on the ground, and damaged two cruisers and one good-sized cargo ship.

Meanwhile, *Lex* underwent a surprise torpedo attack about noon. Two aircraft were spotted closing in fast on the starboard side and *Lexington* was first in the task unit to open fire. The intense fire from the carrier sent both aircraft to the water flaming, one 200 yards from the ship and the other 500 yards away. More aircraft closed in and, in the space of three minutes, *Lex* gunners accounted for three enemy torpedo planes.

That night another torpedo attack was launched against *Lexington* and her accompanying vessels, but the prime target was obviously *Lex*. Float lights were dropped in the course of the attack and the carrier was perfectly silhouetted. Ten minutes after the lights were released, *Lady Lex* shuddered from a torpedo hit and immediately settled five feet by the stern. The hit was one of two the carrier was to receive during the war, and since her commissioning in February 1943 she had been in the combat zone for 21 months. Eighteen of these were spent west of the 180th meridian.

LEXINGTON RETURNED to Pearl with her gaping torpedo wound and received temporary repairs before steaming to Bremerton, Wash. At the same time, in the first of a series of Japanese claims, Tokyo Rose reported the carrier sunk by the Imperial Navy's aircraft. According to a cruise book saved from the war, "Her loyal fans aboard the ship felt her story slightly exaggerated." It was at this time that *Lexington* received a new name—



HOT SPOT—*Lex's* gunners accounted for 15 aircraft downed, and 5 assists, from Nov '43 until war's end.

given to her by Tokyo Rose. She became the "Blue Ghost" to the Japanese, with various reasons attributed to the nickname. Unlike most carriers in the Pacific she was not covered with camouflage. From a distance she took a ghostly blue appearance. But the name "ghost" had more significance. After reporting her sunk, Tokyo Rose received additional reports of *Lex*—still fighting, still moving closer to the Japanese homeland.

When *Lexington* appeared in the Pacific once again early in 1944, the base of operations for CV 16 was switched to Majuro in the Marshalls, where Vice Admiral Marc Mitscher brought his flag aboard on 8 March 1944.

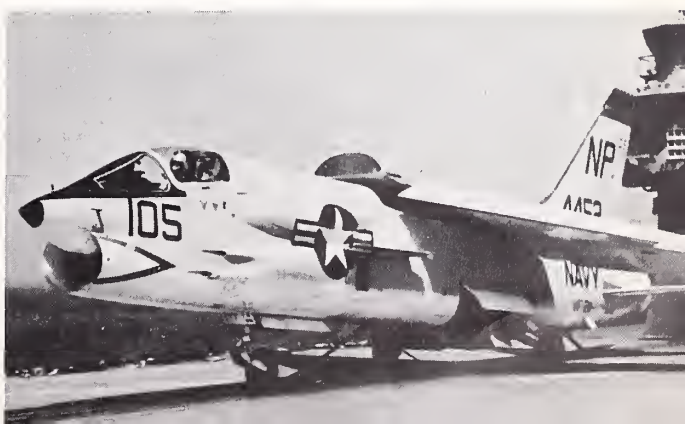
With Admiral Mitscher directing Task Force 58 from *Lex*, the carrier became the center of the largest fleet of ships ever to be concentrated in one tactical command up to that time.

On 18 June 1944 the Task Force steamed westward to search for an enemy carrier force which had been reported approaching the Marianas to attempt to dislodge our landing forces. The Battle of the Philippine Sea opened early on the following morning when the first of many enemy raids was intercepted by Combat Air Patrol.

That was the day of the "Marianas Turkey Shoot," a term credited to a member of *Lexington's* Fighter Squadron 16, CDR Paul Buie. The enemy planes were either "splashed" or forced to turn back, and so were the planes of the many other raids which followed throughout the day. By the end of 19 June, over 300

PAST AND PRESENT—*Hellcat* gets the go signal in 1944 and *(rt.)* Crusader readies for launching from *Lex*.







GROUND WORK—Musclepower provided the mobility for *Hellcats* and other WW II planes aboard *Lexington*.

enemy planes had been destroyed. *Lexington's* score was 45 sure, 4 probables, and 3 destroyed on the ground.

During this battle there occurred another incident which has become famous in *Lex's* history.

THERE IS A SMALL PLAQUE in *Lexington's* flag plot, commemorating a great decision—one that is a legend today for the Lady. "On this bridge Admiral Mitscher made his famous decision to turn on the lights."

The lights spoken of were turned on during the battle. A scout plane from the carrier *Yorktown* had spotted the enemy fleet about 340 miles to the west of Task Force 58. Despite the great distance, an afternoon raid was made and the American carrier planes chalked up the destruction of one carrier, a tanker and a destroyer and damaged several other ships.

The return trip for the aircraft was a harrowing experience, both for the pilots and the men in Task Force 58 who awaited them. It was after dark and many of the planes were shot up with fuel gauges touching on "empty." ADM Mitscher weighed the drawbacks of a touchy situation—should he let the force continue steaming in a blackout condition and protect it from the submarines? Or, should he turn on the lights to help the pilots find their ships and land aboard.

The order was given, "Turn on the lights!" The entire horizon suddenly lit up and searchlights cut into the black skies to guide the groping aircraft to their carriers. An engine was heard, then another and then a steady, loudening hum. In the next hour floundering aircraft landed whenever possible.

In one instance, two aircraft flew in the groove together and landed aboard *Lexington* side by side. More aircraft were lost in landing attempts than Japanese guns had destroyed during the strike.

Score one more historical accomplishment by *Lexington* during the Battle of the Philippine Sea. She made the final strike off Cape Engano to send the Japanese carrier *Zuikaku* to the bottom. *Zuikaku* was the last afloat of the six Japanese carriers that had participated in the infamous raid on Pearl Harbor.

ON 5 NOVEMBER *Lex* received her second war wound. It was at this time the carrier was introduced to a final effort by the Japanese to halt the Allied thrust northward. The new word in Pacific warfare was kamikaze.

During the early afternoon *Lexington* guns were barking at a formation of *Zekes* attacking the carrier. At one point in the battle two of the enemy aircraft dove together. One was obliterated by a direct hit from a 5-in/38 and the other, although set afire, continued its plunge. The enemy pilot found his mark—the ship's island structure. Forty-seven men were killed in the blast and 127 were injured. Despite the brief shock and confusion, the ship continued normal operations. For the crew the most noteworthy report of the day came from Japan and the broadcast of Tokyo Rose – *Lexington* finally was sunk.

In the last months of the war *Lexington* continued spreading havoc among the Japanese—up the Solomon chain, through the Carolines, Bougainville, New Guinea, Okinawa.

On 5 Sep 1945 *Lexington* steamed into Tokyo Bay and rested for the first time in 67 days. The war was over.

The "Blue Ghost" emerged from World War II as

Lexington (CV2) Ha

WORLD WAR II's first *Lexington* was CV 2. Although her fighting days were short, she earned two battle stars, participating in the Pacific raids on Rabaul, Lae and Salamaua, and in the Battle of the Coral Sea.

Originally designed as a battle cruiser, she began an interrupted career when her keel was laid 8 Jan 1921. Work was suspended 8 Feb 1922 in accordance with the Washington Treaty on the limitation of naval armaments. On 1 Jul 1922 Congress authorized conversion of *Lexington* to an aircraft carrier and work was resumed.

Lexington had an over-all length of 888 feet; extreme beam, 106 feet; mean draft, 24 feet, 1½ inches; full load displacement, 41,000 tons; and her trial speed was 34.24 knots. She was armed with eight 8-inch/55 caliber breech-loading rifles; twelve 5-inch/25 caliber antiaircraft guns and four 6-pounder saluting guns.

Placed in commission at Quincy, Mass., on 14 Dec 1927, she passed her shakedown cruise with flying colors. Then she steamed for the West Coast, joining the Battle Fleet at San Pedro, Calif., on 7 Apr 1928. Based at San Pedro, she operated on the West Coast as a unit of Aircraft Squadrons, Battle Fleet, engaged in flight training, tactical exercises and battle problems.

ON 7 DEC 1941 *Lexington* was at sea with Task Force 12, transporting Marine planes from Pearl Harbor to Midway.

When the message "Hostilities with Japan commenced with air raid on Pearl" was received, *Lexington* immediately launched search planes to hunt for the Japanese fleet.

At mid-morning she headed south to rendezvous with the *Indianapolis* (CA 35) and *Enterprise* (CV 6) Task Forces to conduct a search for the Japanese Task Force which was believed to be 200 miles south of Pearl Harbor and retiring. She conducted search operations south-

the symbol of the carrier fight in the Pacific. Her aircraft had struck at Tarawa, Kwajalein, the Marianas, Palau, the Philippines, Truk, the Bonins, Formosa, Okinawa and Japan itself. *Lexington* had participated in nearly every major Pacific operation from September 1943 until the end of the war.

LEX RETURNED to the states in time for Christmas 1945. She arrived at Seattle on 23 May 1946 for inactivation, and was placed in the Pacific Reserve Fleet at Puget Sound, Wash., on 23 April 1947.

For nearly nine years *Lady Lex* sat in the mothball fleet. The Korean conflict came and passed, the cold war alternated between thaw and frost.

In August 1955 *Lexington* steamed once again—recommissioned and modernized with an angled deck, mirror landing system, two steam catapults and other accessories that made her an even more formidable weapon.

Since her recommissioning the carrier has alternated between deployments with the Seventh Fleet in the Far East and stateside operations with the First Fleet off the West Coast. She has participated in various naval, interservice and international maneuvers. In the Formosan incidents during the late 1950s, *Lady Lex* served as the backbone of the Seventh Fleet in that area—many times as flagship.

The 1960-'61 *Lexington* deployment to the Far East was climaxed by the touchy Laotian crisis. Every preparation for any eventuality was completed, and the 42,000-ton veteran flattop stood by. Then, after the situation had subsided to the normal cold war chill, *Lexington* resumed routine operations.

IN JANUARY 1962, while she was in the Western Pacific, *Lex* was notified that she would steam around South America and relieve the carrier USS *Antietam* (CVS 36) in the Gulf of Mexico. Her new mission makes her a training carrier for aspiring Navy and Marine Corps pilots.

Her arrival in Pensacola was delayed by the Cuban crisis. While undergoing a scheduled repair period in New York, she received orders to Norfolk to embark an airgroup and proceed from there to Mayport, Fla. The

Short but Heroic Career in WW II

west of Oahu for a week and then returned to Pearl Harbor.

In mid-December 1941 she put out from Pearl Harbor with orders to raid Japanese forces on Jaluit Island, to relieve the pressure on Wake Island. This mission had to be cancelled because the Marshall Islands were receiving heavy air reinforcements, leaving little possibility of a successful suprise attack.

The *Lexington* Task Force was then ordered to take a position to support the *Saratoga* (CV 3) Task Force in reinforcing Wake Island. When Wake fell on 23 December, the two carrier task forces were recalled to Pearl Harbor, arriving a few days later.

Lexington conducted offensive patrols in the Oahu-Johnston-Palmyra triangle to prevent possible enemy raids until 31 Jan 1942, when she departed Pearl Harbor as flagship of Commander Task Force 11.

LEXINGTON began to see her first WW II action when Task Force Eleven headed in a north-northwesterly direction from Australia for an attack on the Japanese forces at Rabaul, New Britain.

In the morning of 20 February two enemy patrol planes snooping the Task Force were splashed by the Combat Air Patrol.

That afternoon the Combat Air Patrol was again vectored out, intercepting a wave of nine Japanese bombers and splashing five of them before they reached the Task Force. The remaining four planes made an unsuccessful bombing run on *Lexington*, and three of them were splashed by the Combat Air Patrol on retiring, including one crippled enemy plane damaged by *Lexington's* guns.

In the meantime a second wave of nine enemy bombers approached from the eastward. All fighters except two were pursuing the remnants of the last enemy group and were not in a position to intercept this new raid.

When the guns of one of the two remaining planes jammed, LT E. H. O'Hare put his plane between the approaching enemy and the Task Force, pressing his attack to destroy five of the enemy aircraft. For this action LT O'Hare was awarded the Medal of Honor.

Only four enemy planes reached the dropping point, and *Lexington* maneuvered radically, causing all the

SEE VEE TWO—Aircraft carrier *USS Lexington* (CV 2), as she looked before WW II. She was commissioned in 1927.





HELLO THERE—*Lady Lex* holds open house at Corpus Christi, Texas, while on duty in the Gulf of Mexico.

Commander of Naval Air Forces, Atlantic Fleet, praised the shipyard and *Lex* crewmen for their success in bringing the carrier to readiness.

Now in the Gulf of Mexico, *Lexington* acts in a training capacity. She carries her numerous campaign ribbons on the island structure with pride. One of them is the Presidential Unit Citation:

"For extraordinary heroism in action against enemy Japanese forces in the air, ashore and afloat in the Pacific War Area from Sept. 18, 1943 to Aug. 15, 1945. Spearheading our concentrated carrier warfare in the most forward areas, USS *Lexington* and her airgroups struck crushing blows toward annihilating Japanese fighting power; they provided air cover for our amphibious forces; they fiercely countered the enemy's aerial attacks and destroyed his planes; and they inflicted terrific losses on the Japanese in fleet and merchant marine units sunk or damaged. Daring and dependable in combat, *Lexington*, with her gallant officers and men, rendered loyal service in achieving the ultimate defeat of the Japanese Empire."

—R. J. Olive, JO3, USN.

LEXINGTON (CV 2)—Cont.

bombs to miss astern. She splashed one plane by antiaircraft fire and the remaining three were shot down by the returning Combat Air Patrol.

Lexington suffered no damage in this attack, but the enemy lost 17 out of 18 attacking planes. *Lexington* returned to the Coral Sea for offensive patrol until 6 March, when she rendezvoused with *Yorktown* (CV 5) (Task Force 17) and steamed again for New Guinea.

ARRIVING IN THE GULF OF PAPUA on 10 March, *Lexington* launched her planes to fly over the Owen Stanley mountain range and strike at Japanese shipping and installations at Salamaua and Lae, on the other side of the island.

The surprise was complete, and after inflicting heavy damage on the enemy, her planes returned to the task force without incident. Following this strike *Lexington* retired to Pearl Harbor, arriving at the end of March.

BUSY TIMES — Crewmen prepare incendiary bombs on flight deck for raid on Gilbert Islands in 1943.



On 15 April the *Lexington* Task Force sortied from Pearl Harbor and steamed to join *Yorktown* (Task Force 17) southwest of the New Hebrides Islands. After effecting a rendezvous on 1 May, the two forces fueled within sight of each other until the following afternoon, when *Yorktown* peeled off to attack enemy landing forces at Tulagi, Solomon Islands. The two forces joined up again on 5 May and, the following day, were merged into one force under the tactical command of RADM F. J. Fletcher in *Yorktown*.

By this time the heavy Japanese naval concentration in the Coral Sea had made it obvious that the Japanese were planning an amphibious operation, most probably against Port Moresby, New Guinea. Accordingly, Admiral Fletcher sent an attack group of cruisers and destroyers to the Louisiades to intercept the enemy if he attempted to move toward Port Moresby. The carriers moved northward into the Coral Sea in search of the enemy covering force.

ON THE MORNING of 7 May 1942 *Yorktown* search planes reported making contact on an enemy force of two carriers and four heavy cruisers.

Strikes were immediately launched against this force and, although the original report was in error, Japanese light carrier *Shoho* and her escorts were near enough to the reported position to be sighted by the air groups.

Dive bombers and torpedo planes pressed the attack against *Shoho*, sinking the enemy carrier with the loss of only three planes. On the afternoon of 7 May, 12 bombers and 15 torpedo planes were launched from the still unlocated Japanese heavy carriers *Shokaku* and *Zuikaku*. These enemy planes made an uneventful search for the American carriers and were returning home when intercepted by *Lexington* and *Yorktown* fighter planes. Nine of the enemy aircraft were shot down in the ensuing dogfights.

As twilight came on, three of the enemy planes mistook *Yorktown* for their carrier, but managed to escape her gunfire as they crossed her bow. Three others made the same mistake some 20 minutes later, attempting to join *Yorktown's* landing circle, and one was shot down.

In the morning of 8 May 1942, a *Lexington* search plane made contact on Admiral Takagi's carrier striking force and an attack was immediately launched, inflicting severe damage on Japanese carrier *Shokaku*.

While the American planes were attacking the Japanese force, *Yorktown* and *Lexington* prepared for a return attack by the Japanese, for an intercepted message indicated that the Japanese were aware of the location of the American carriers.

SHORTLY AFTER 1100 the expected attack came. A total of 17 enemy planes were splashed by the combat air patrol and the *Dauntless* antisubmarine patrol, but other planes got through to attack the carriers. While *Lexington* maneuvered radically, and set up a hail of gunfire, enemy planes launched torpedoes at her from both sides of the bow.

At 1120 the first torpedo hit her and exploded just forward of the port forward gun gallery. A minute later, another torpedo hit on the same side further aft, just opposite the bridge.

The torpedo assault was coordinated with a dive bomber attack which scored three hits. At the end of the air battle *Lexington* had a seven degree list to port, three engineering spaces were partially flooded, several fires were raging, and her elevators were out of commission.

By 1300, damage control reported the ship on an even keel, that three fires were out and the fourth one was under control. *Lexington's* steering gear was intact, she was making 25 knots through the water and conducting nearly normal flight operations. Her attack group returned and was landed.

At 1247 *Lexington* was shaken by a heavy explosion, caused by the ignition of gasoline vapors below decks. A fire broke out from the main deck down to the vicinity of the central station. Every effort was made to stop the fire, but it gradually spread aft and communications were lost.

At 1558 CAPT Frederick C. Sherman, fearing for the safety of personnel working below, ordered them to secure and come up on the flight deck. Internal explosions were occurring with greater frequency and the danger of torpedo warheads and bombs detonating seemed imminent. About an hour later the order was given to abandon ship, and the orderly disembarkation began.

The men went over the side into the warm water, and were picked up by nearby cruisers and destroyers. After ensuring that all the men were off, the captain and the exec too slid down a rope into the water, CAPT Sherman the last man to leave the ship.

Lexington was a raging inferno, with flames shooting hundreds of feet into the air. The destroyer *Phelps* (DD 360) steamed within 1500 yards of her and fired two torpedoes into her hull.

With one last heavy explosion the gallant fighting *Lexington* sank at 1956, Latitude 15°-20' South; Longitude 155°-30' East.

She left to her namesake the job of avenging her loss.

LAST LOOK—Lexington's crew fought fires for five hours but CV 2 went down in the Battle of Coral Sea in May '42.



TAFFRAIL TALK

SO YOU HAVE MONEY problems? That's too bad. Don't tell the men of USS *Jupiter* (AVS 8) about them. You'll receive no sympathy.

Not too long ago, the ship left Yokosuka for a 50-day cruise to six ports in the Far East. The first stop was Iwakuni, Japan, where the money used was Military Payment Certificates aboard ship, and yen ashore.

At sea, three days later, all MPC was exchanged for U. S. dollars to bring the *Jupiter* men up to date with the currency in Okinawa, their next stop.

After Okinawa, the men kept their U. S. dollars, but not for long. The next port was Keelung, Taiwan, and they had to exchange the greenbacks for yuan.

The yuan gave way to Hong Kong dollars for the liberty-bound sailors when the ship pulled into Hong Kong; meanwhile, on board ship, current currency was the U. S. dollar.

The day after leaving Hong Kong, MPC returned as legal tender aboard ship until the ship approached the Philippines. MPC was converted into pesos.

The magic money circle was completed when the ship arrived in Sasebo, Japan, where, once again, the formula was MPC aboard ship and yen ashore.

The trick is, says Tommy Thompson, JO1, who passed this epic of high finance along to us, not to end up in Yokosuka with greenbacks, yuan, pesos or Hong Kong dollars.

True. But it has been our experience that money, in almost any form, is handy to have around.

★ ★ ★

At times it's hard to realize how time flies. This was brought to our attention when we heard of the retirement of Chief Tex Modesett, GMC. As a rule, we make no big thing about retirement of a Navy Chief, but Tex is a little different. He was a member of the first UDT class conducted by the Navy. Time, 13 May 1943; place, Fort Pierce, Fla.

His training must have helped, for Tex took part in the invasions of Sicily, Normandy and Southern France during World War II. Equipment now considered standard in UDT work, such as Scuba gear and rubber suits, had not yet been developed. The early wartime missions were carried out using rubber boats rowed into the beaches. Plastic explosive charges were carried tied around the swimmers' bodies.

Tex had a busy day at Utah beach. There were quite a few obstacles, as he recalls, and the UDT men made fine targets for the defenders as they worked. Of the 200 demolition men who took part in the invasion, many were lost in action or wounded.

As for Tex—"Not a scratch." And what does he plan to do in retirement? Become a swimming and Scuba diving instructor, of course.

★ ★ ★

You may have noted the fine touch of Dan Kasperick, JO1, USN, on our Report on Proficiency Pay in the September issue. Weeks of research went into this roundup, to get the background on this important subject. Our thanks to the Enlisted Personnel Division and Plans Division for their help in making this roundup as accurate as possible, and especially to LCDR R. M. Sudduth for his cooperation and guidance.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

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• AT RIGHT: HIGH STYLE—
A variety of Navy aircraft from CAG-15 maintain a tight formation while passing in review near the attack aircraft carrier USS Coral Sea (CVA 43).



NAVY DAY
27 October 1963













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THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



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• **FRONT COVER: BIG SPLASH** — Waves dosh high under o cloudy sky os the destrayer USS Sumner (DD 692) is refueled by USS Sorotago (CVA 60) aff Flarido. Phota wos token from Sara by L. D. Smith, PH2.

• **AT LEFT: A GOOD GROUP**—Cigar smoke wos thick aboord USS Hoel (DDG 13) os 66 enlisted men ond seven officers of her crew celebroted promations. Mast of destroyermen moving up pose for photo by louncher.



NIGHT OR DAY when planes are flying greenshirts are on flight deck.



STEAMING UP—An F8 is launched.

GREEN

"GREEN SHIRT" is slang for the men who operate the catapults and arresting gear aboard aircraft carriers. Usually identified by green jerseys during flight operations, they have a large degree of control over the pilot and his aircraft during the two most crucial stages of a mission—landing and launching.

On the aircraft carrier USS *Independence* (CVA 62), as on other carriers, greenshirts spend their working day in an unearthly environment. While they land and launch aircraft they are buffeted by 35-knot winds, the air they breathe is saturated with the smell of jet exhaust, stack dust and the live steam that escapes from the catapults.

Under these conditions *Independence* greenshirts assigned to the number one catapult have launched 20,000 aircraft.

A greenshirt's clothes conform to his alien surroundings. He wears high-topped flight deck shoes, designed not to slide on the oil-slick flight deck. Goggles protect his eyes. His ears are covered by hard rubber earmuffs that keep out the sound of engines. A skull cap—green, like his jersey, for easy identification—fastens under his chin. This is a necessity.

His is not a comfortable job. During flight operations he is lucky to average two hours a night in his bunk. He spends much time on the "roof," his term for the flight deck. The below-decks catapult crew often work in compartments with temperatures reaching 130 degrees.

Though working conditions are not the best, the greenshirt's job is exciting and always filled with responsibility. On *Independence*, 17 positions must be manned on each of the four steam catapults before aircraft can be launched.

The greenshirt has a language of his own—not a language of words, useless over the sound of jet engines, but a language of hand signals in the daylight hours and luminescent wands at night.

The V-2 division on USS *Independence* consists of 121 greenshirts and five officers. Most of the enlisted men are of the ABE rating (Aviation Boatswain's Mate—Launching and Recovery Equipment). Although V-2 is primarily responsible for the launching and recovery of aircraft, greenshirts may also operate the Fresnel Optical Landing System, the SPN 12 aircraft approach radar and the new Pilot Landing Aid Television.

A GREENSHIRT'S DAY may begin at a moment's notice. At 0300 an unidentified aircraft is spotted on the radar; an exercise has begun. The entire Air Department springs into action. The greenshirts are required to have one cat ready to go at any time; the others are quickly manned. Combat Air Patrol (CAP) pilots have been standing by; now they cross the dark flight deck to their aircraft.

High on the island primary flight control is manned. "Start engines," commands the air boss over the bull horn. Electric starter cables are plugged into the undersides of the F4B *Phantom II* go-birds. The jet engines whine, then roar as the fuel ignites.

The carrier's bow is swung into the wind. A 20-knot breeze whips across the flight deck, but it is not enough; 35 knots are needed for the launch. On the bridge the OOD makes up the difference by increasing speed.

A yellow-shirted taxi director clicks





A DARK SHOT—Catapult and arresting gear crews work many late-night hours launching and recovering aircraft.

SHIRTS ON THE 'ROOF'

on his two amber flashlight wands. Holding them over his head he attracts the attention of the pilot scheduled for the first launch. The flight deck crew knocks off the chain tie-downs that had attached the *Phantom's* struts to the deck.

The *Phantom* lurches forward, following the director's instructions. "Spread wings. Come forward. Stop. Easy right. Easy."

The pilot guides his aircraft into position over the shuttle of the starboard catapult.

Two V-2 greenshirts roll under the tail and attach a holdback fitting with the all-important tension bar that will restrain the aircraft against the 17-ton thrust and will break only as the catapult is fired.

"Inflate struts. Flaps down. Easy forward." The holdback becomes taut. Countdown lights click off, 4-3-2 to go. A deflector is raised behind the *Phantom* to protect the flight deck crew from the jet blast.

THE CATAPULT OFFICER instructs the deck-edge catapult operator to set 530 PSI steam pressure. The pressure checker concurs and the word is passed to the console operator. The bridle breaking pressure is set. It's almost takeoff time.

Bridle runners and the Van Zelm spotter crouch in the catwalk forward. A television camera zooms in on the hook-up crew as one countdown light remains. The flight deck director swings his amber wand to command, "Tension up." The hook-up men raise the 190-pound bridle and attach it to the tow hooks on the underside of the *Phantom*. The other end of the bridle is attached to the catapult shuttle that will pull the aircraft down the deck at 140 knots and hurl it off the bow.

Below decks the console operator has manipulated the controls to put the catapult in first ready condition and has brought up proper steam pressure. He cross-checks for accuracy. A recorder jots down important information. The water brake operator monitors the braking device that will stop the two pistons and shuttle assembly when it reaches the end of

LAUNCH TIME — The catapult officer gives signal to launch F3 *Demon*.





CATAPULT SPECIALISTS, known as 'greenshirts,' prepare aircraft for launching from deck of *USS Independence*.

the flight deck on the big flattop.

The deck-edge operator pushes the tension button. The shuttle moves forward and the bridle draws tight. The nose of the aircraft is pulled down as though the plane is eager to be gone.

The catapult officer takes position between the two forward cats. He holds up a green wand and the pilot pushes his throttle to full power. Greenshirts scurry away from the aircraft, jumping into the catwalks or joining the cat officer in the center of the deck.

THE PILOT SWITCHES on his running lights—his signal that he is ready. The catapult officer hesitates, swings his green wand toward the bow and down, touching the deck. Deck edge pushes the red fire button; the holdback breaks. The shuttle races down the deck, pulling the *Phantom* after it. The bridle cracks the forward end of the flight deck as the *Phantom* passes.

The pilot elevates the nose. The *Phantom's* afterburner dips toward the water. Wingtips wiggle slightly. The *Phantom* is airborne and climbing.

No one watches the departing aircraft, except the sleepy-eyed blackshoes on vulture's row. The plane director is signaling the second *Phantom* across the lowered blast shield and into launch position over the shuttle. Greenshirts are hurrying back from their protected places to attach the bridle.

Finally the last of the four *Phantoms* is launched, bringing sudden silence to the darkened flight deck.

HEAVY TRAFFIC — Flight deck is busy place during flight operations.



"Launch complete," says the bull horn, somewhat anticlimactically.

THE CATAPULT crew's job is over for a while. Many of them curl up on hot decks or in the catwalks to try to salvage what is left of their night. Others must check and make minor repairs to their gear.

Now activity is beginning on the after end of the canted deck. Tractors are hooked to the unlaunched aircraft and they are pulled forward to clear the landing area. The action is coordinated by yellow-shirted plane directors who give commands with shouts and police whistles.

The sun is coming up as the last aircraft are moved off the angled deck. It will not be a night recovery. The arresting crew is busy checking and rechecking the four arresting cables that are strung across the after edge of the deck about 30 feet apart. The returning CAP pilots will attempt to catch the third wire with their tail hooks.

"Stand by to recover aircraft," bellows the bull horn. This is not news to the flight deck crew—they have been watching the red and green running lights of the returning CAP for some time.

The four CAP planes pass starboard of the island, their tailhooks lowered. They have broken formation and are moving into the landing pattern, one at a time. "First aircraft at the ninety," announces the air boss when the first *Phantom* has ninety degrees more to turn for final line-up. Unnecessary personnel move away from the angle deck, going below or to the protected



INDEPENDENCE'S CO congratulates pilot of 20,000th launching from No. 1 catapult while V-2 greenshirts look on.

spot forward of the island.

A red light blinks near the top of the island. The ship is not yet ready to recover. Arresting wire tension is checked again. The Fresnel lens optical landing system is turned on —this device will guide the pilot down the glide slope and safely into the wires at the end of the angle deck.

The *Phantom* reaches a position aft of the ship. It levels its wings and begins its final approach to the flight deck. "Heads up, F4B in the groove." The red blinking light changes to green.

The pilot lines up the blob of light in the landing system with a row of green lights. If these are kept aligned, he is on the proper glide slope and will land his aircraft perfectly. But the carrier wallows in a trough. The *Phantom* goes high. The tailhook skims over the wires, not catching. The pilot rams the throttle forward to 100 per cent power. The engines roar, the *Phantom* shoots off the angle deck and is airborne again, ready to give it another try.

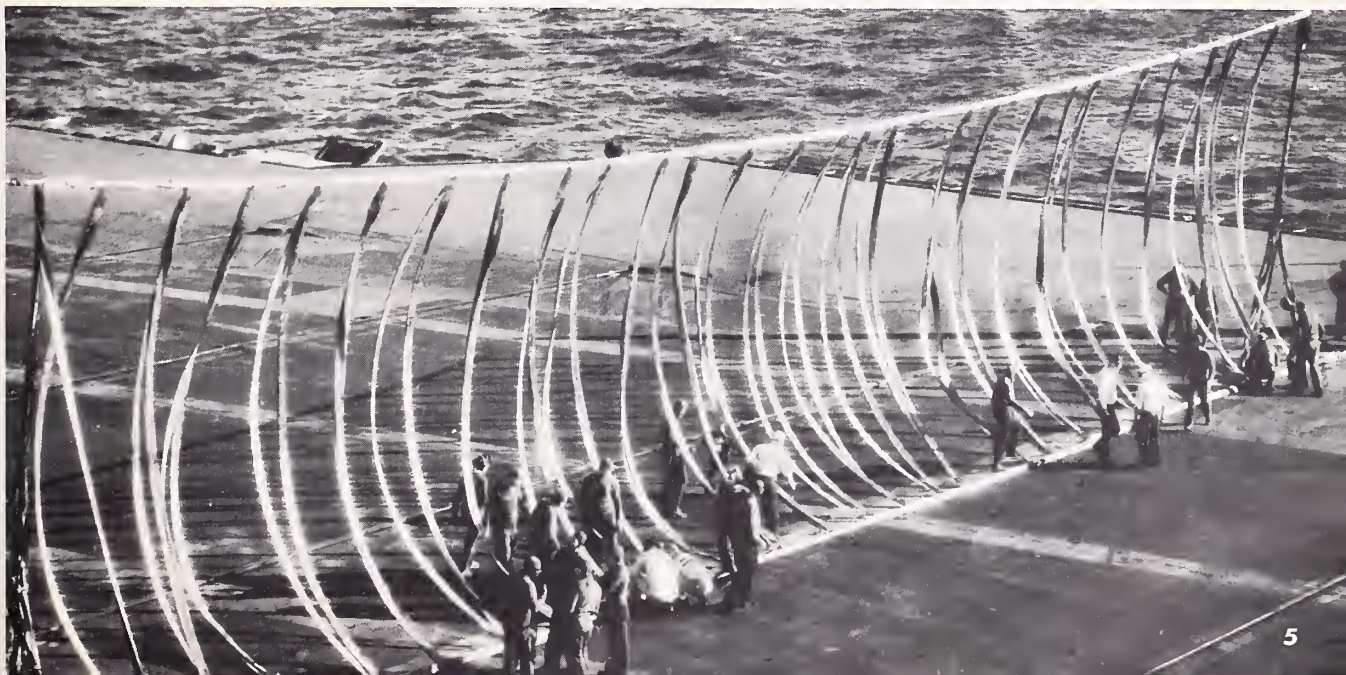
The second aircraft follows in the groove. It crosses the round-down, and the lowered hook catches the number two wire. The *Phantom* comes to a halt.

A Yellowshirt motions the pilot forward. While the *Phantom* folds his wings and taxis toward the pack on the bow, the cable is sucked back into the deck.

The red light had been flashing while the *Phantom* was in the wire but, as it crosses the line that marks the danger zone, the light is changed again to green. Another aircraft lines up aft of the ship.

"Last aircraft on deck. Recovery complete," announces the air boss when the last *Phantom* is in the wire. But the day is just beginning for the greenshirts—and for the rest of the flight deck crew. Tractors are hooked to the aircraft in the pack on the bow, and the flight deck crew begin to pull them aft. Aircraft with mechanical troubles are sent down the elevators to the hangar deck. Repaired aircraft are sent up to the flight deck. Another launch will commence in 20 minutes, then recovery, then launch again until flight quarters are secured. Maybe tonight. Or maybe tomorrow.

PLANE-LIFE SAVER — An arresting gear crew is pitted against the clock in aircraft barricade rigging drill.





This Is How a Rating

SINCE THE EARLY DAYS when sailors wore tar-coated pigtails – down through the years when frigates first sailed rail-to-rail with a budding fleet of steam warships—and on into the era of supersonics and nucleonics, few jobs in the Navy have remained the same for very long. A good indication of this is in the changing job structure of the naval establishment.

The U. S. Navyman knows that different ship designs, new weapons systems and changing methods of naval warfare will affect the work he does. Sometimes they will necessitate an entirely new job—and a new rating.

How does the Navy go about creating a new rating?

About two years ago, the Chief of Naval Personnel announced the creation of an Aviation Antisubmarine Warfare Technician (AX) general rating to replace the Sonarman, Airborne (SOA), and Aviation Electronics Technician, Antisubmarine Warfare (ATS) service ratings. Here are some of the steps involved.

The new rating of AX includes all the maintenance functions of airborne sonar, magnetic airborne detection, electronic countermeasures and other airborne ASW detection equipment which had been handled by the SOA and ATS ratings in helicopters and fixed-wing aircraft.

Such changes don't just pop out of thin air. Based upon need and experience, suggestions may come from commanding officers or may originate in the Bureau of Naval Personnel or with the Secretary of the Navy. Some have developed from ideas of the men in the Fleet who felt the need for, and suggested, a change.

When the need for a new rating manifests itself in any echelon of the Navy, the proposal is submitted to, and considered by, the Permanent Board for Review of the Enlisted Rating Structure, which is a part of the Bureau of Naval Personnel.

The Board has a lot of questions to ask about a proposed rating. It wants to know, for instance, if it is applicable to both a peacetime and wartime Navy without undergoing any basic change in structure during mobilization.

It also asks if the proposed rating provides necessary generalization in the senior pay grades. This is important if broadly qualified and capable senior petty officers are to be readily available.

The Board also wants to know if the rating will serve the forces afloat by providing broad enough coverage. Since only a limited number of men can live on board a ship, the new rating should accomplish all necessary tasks and still not require knowledge and skill beyond the capacity of the enlisted men who fill it.

There should also be enough scope in the work of a general rating so that it becomes a family of related jobs. Jobs which require about the same experience, training, techniques, abilities, physical and mental capacities are classified under one rating.

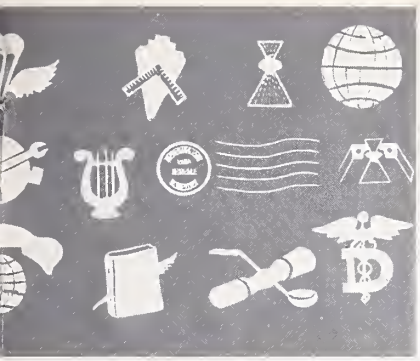
The Board also takes into account whether or not the rating is too complex for the chief petty officer to supervise any job in his rating.

The Board doesn't want to establish a rating unless there are enough men involved to warrant training programs and related administrative responsibilities. Nor does it wish to establish a rating simply for the purpose of ear-marking or designating a highly specialized job skill or special training without meeting other standards.

While considering a new rating, the Board tries to design it so enlisted men can meet the skills and qualifications of their rates and so that the volume of work required is equalized between ratings as far as possible.

Generally speaking, ratings which





s Born

can't be employed at sea, or at an overseas naval activity, are not considered by the Board. There are exceptions, however, but more of that later.

If emergency ratings are established, they are used only to identify skills which exist in civilian life which the Navy needs during mobilization but not ordinarily during peacetime.

Sometimes, experts may object to the proposed change.

The objection could be based on innumerable considerations: Perhaps the equipments involved are of such widely divergent nature that obtaining men with the range of skills necessary for equipment maintenance would be difficult or impossible. Rather than one new rating, the duties might require two or more existing ratings.

The objection could be based upon exception taken to any of the Permanent Board's conclusions or upon a point not previously considered by the Board.

If the objections to the establishment are overcome with reasonable and solid advantages, the Board turns its attention to the problems which arise more or less as byproducts of change such as alterations in programs involving service school training, reserve training and allowances and complements.

There are also to be considered the changes necessary to personnel records, to advancement exams, rating badges, changes in manuals such as the Navy Enlisted Classifications (NEC) Manual and in statistical compilations.

If the evidence presented indicates the new rating is warranted, the Board approves it. It is the Secretary of the Navy, however, who actually authorizes the rating's creation.

The recommendation of the Board is only one wheel which must mesh with many others in the machinery which creates a new Navy rating.

All the byproducts of change will inevitably lead to revision of administrative machinery.

Among the more far reaching changes are the formulation of qualifications for the new rating. This is



AX RATING combined work of other ratings to include maintenance of various airborne detection gear. *Below:* When coal went, so did coal passer rating.







MISSILES AND ATOMS brought changes in Navy jobs and have had influence on today's rating structure.

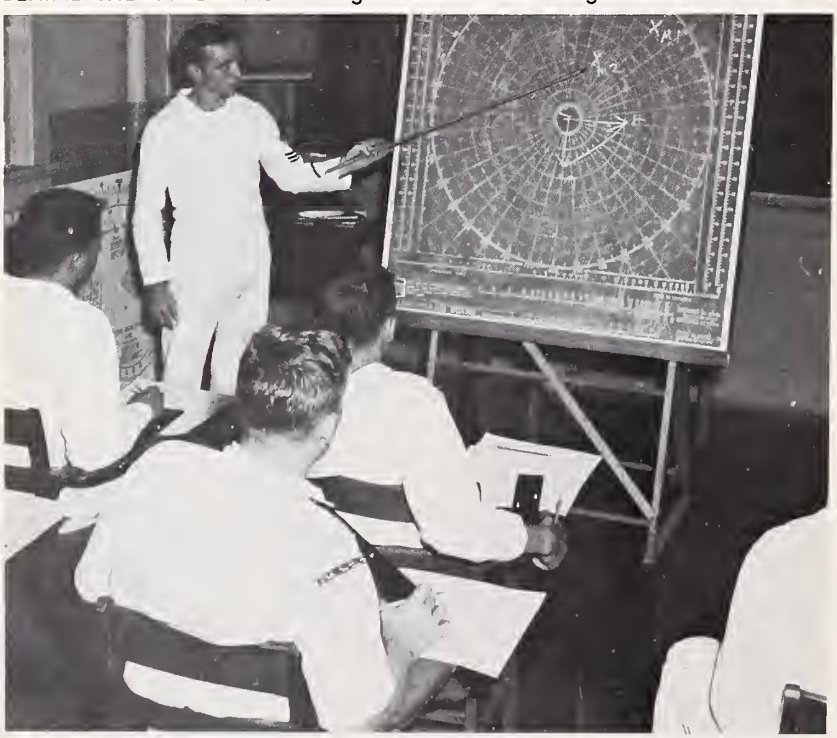
done at San Diego if the rating involves aircraft. Other rating quals are established at Great Lakes.

After the rating is authorized and quals have been formulated, training manuals for the new rating must be written. Wherever you find a training manual, you will find nearby a correspondence course to help direct the study of the Navymen who go into the new rating.

The most important ingredient in the creation of any new rating is the manpower to fill it. Usually new ratings draw their manpower from a previously established area, the functions of which have been assumed by the new rating. This is the case with AX.

Men with skills related to the new rating are offered retraining. These men act as a core around which the rest of the rating is initially built. The remaining manpower consists of graduates of Class A schools and recruits.

BEHIND THE BADGE—New ratings call for new training manuals and courses.



The Permanent Board for Review of the Enlisted Rating Structure usually requires about three months to schedule and hear evidence, then recommend whether or not a new rating should be established.

In an operation which requires the coordination of many people and bureaus, and which will affect large numbers of Navymen and, perhaps, the safety of the nation, changes are not undertaken lightly; nor is the status quo maintained without attempted improvements.

Some new ratings don't meet all the ideal conditions under which the Board would like to establish a rating. The Machine Accountant rating is a case in point. When it was established, there were no sea billets for machine accountants.

Now, however, there are billets at overseas shore stations and on board ships. If the present trend continues, there will be an increasing number of sea billets for the MA rating.

The Permanent Board for Review of the Enlisted Rating Structure approves about 80 per cent of all proposals for change.

Each new rating reflects a changing Navy, as new ratings have done since before sailmakers and landsmen were dropped from the rating structure.

New ratings will continue to reflect change even after there are interplanetary rocket engineers first class and lunar chiefs. —Bob Neil





Combat Replenishment

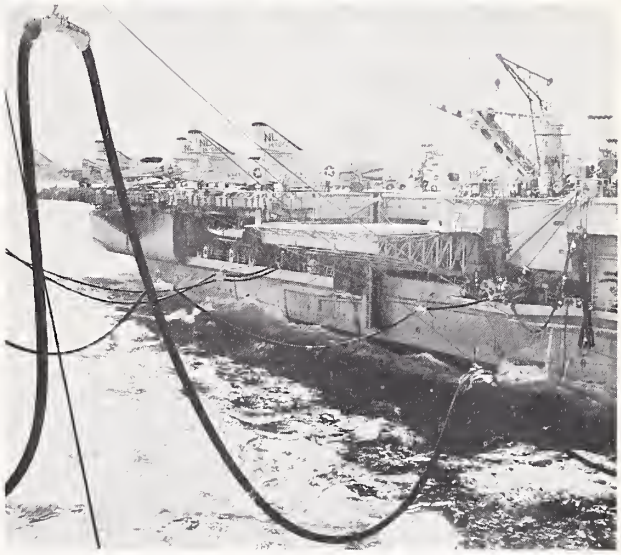
OPERATION TIRE IRON, one of the largest destroyer screen and antisubmarine warfare "combat replenishments" in several years, has been conducted in the western Pacific.

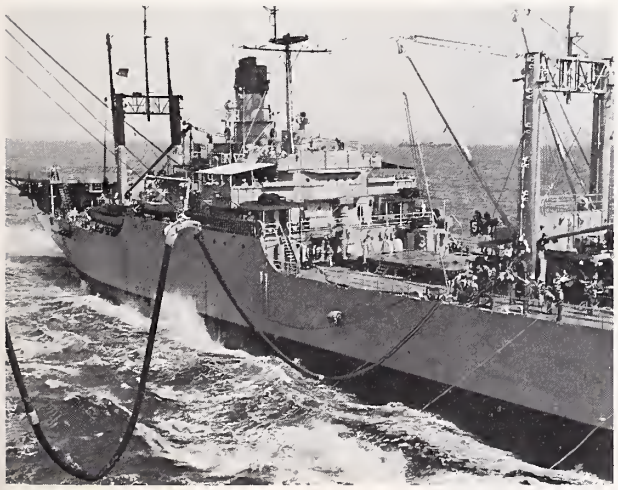
Involved in the exercise were 15,000 men and 30 ships, including replenishment ships, destroyers, submarines, aircraft carriers and a cruiser.

During the final phase of Tire Iron, nine replenishment ships supplied combatant ships with food, fuel, ammunition and stores while 16 destroyers stood guard against U. S. submarines, which had been designated the "enemy" for the exercise.

The operation was designed to demonstrate the readiness and capabilities of the Seventh Fleet and was witnessed by the Secretary of the Navy, who praised the Fleet's job in the western Pacific.

Clockwise from Top Left: (1) USS *Castor* (AKS 1) comes alongside USS *Ponchatoula* (AO 148) to transfer stores. (2) USS *Constellation* (CVA 64) makes approach on *Ponchatoula* to be refueled. (3) Fuel lines connect *Ponchatoula* with *Constellation*. (4) USS *Aludra* (AF 55) steams away from *Ponchatoula* after transferring stores, while USS *Jupiter* (AVS 8) prepares to come alongside the oiler. (5) *Jupiter's* tanks are topped off with fuel from *Ponchatoula*.









CHECK UP—TMs at Advanced Undersea Weapons School test torpedo under the instruction of D. Hodges, TM1.

Undersea Weapons Men

WITH THE RAPID changes taking place in the U. S. Navy, there is hardly a rating that is not, in some way or another, closely connected with the operation or maintenance of electronic devices. The torpedoman rating is certainly no exception.

The torpedoman of three decades ago was a master seaman and mechanic. The present day torpedoman has the accumulated benefit and experience of his predecessor, but he is now a technological sailor in a new Navy.

As with so many other ratings today, a torpedoman can no longer expect to progress from a young striker into a proficient torpedoman with only on-the-job training under his belt.

During the preceding 10 years, weapons have become more and more complex. You hear more about guided missiles today, but the highly sophisticated torpedoes, depth charges and "inner space" missiles of our undersea weapons arsenal have progressed technically—along with the rest of the Navy.

Today's torpedoman must be thoroughly familiar with these intricate weapons, which represent recent advances in electronic, electrical and mechanical engineering. He is responsible for the maintenance and overhaul of these antisubmarine ordnance items.

His challenge is to prepare himself for taking care of the increasingly complex weapons entrusted to his care. Mentally, he must leap from Ohm's Law into the soup of transistor theory and computer logic, with little time to look before he leaps.

TESTING TESTERS—AUW shops are only as reliable as their equipment. Here, L. B. Molnar, ATCA, holds class in calibration of testing gear.



TO ENABLE torpedomen to answer this challenge, the Naval Advanced Undersea Weapons School at Key West, Fla., keeps pace with the weapons development program, and provides extensive training for men in the TM rating.

On a six-acre plot at this southernmost Florida city, 52 instructors at the AUW School, commanded by LCDR J. L. Jensen, Jr., USN, train officers and enlisted personnel of the Navy, as well as certain personnel from foreign allied nations. Classes cover the operation and maintenance of both conventional and nuclear-type weapons.

The AUW School includes Torpedoman Class A school, and also offers 19 courses in Class C instruction. Approximately 400 men grad-

uate each year from TM Class A school, then go on to duty in the surface, air or submarine forces. After this they have the opportunity to return to the AUW School for one or more of the Class C courses.

The 19 Class C courses range in length from one to 11 weeks. They cover specialized training on specific torpedoes, depth bombs and the *Asroc* missile. Training at the Class A level, or a course in basic underwater circuitry is prerequisite for acceptance in Class C school, because students need a basic foundation in electricity and electronics.

As an example of the career pattern of a torpedoman today, let's look at the record of George T. Washington, TMC, USN, who enlisted in the Navy in March 1951. Washington has since served two tours of duty at the U. S. Naval Torpedo Station, Keyport, Wash., and two tours on board USS *Nereus* (AS 17), to which he is now attached. He has completed TM Class A school plus three other courses at AUW School. He studied the Mark 27 torpedo in a course at Keyport; took the Mark 16 course at Fleet ASW School, San Diego, and then went back to Key West for the new advanced underwater circuitry course. He has orders for further training at Naval Ordnance Laboratory, Silver Spring, Md., and civilian industrial training at Akron, Ohio.

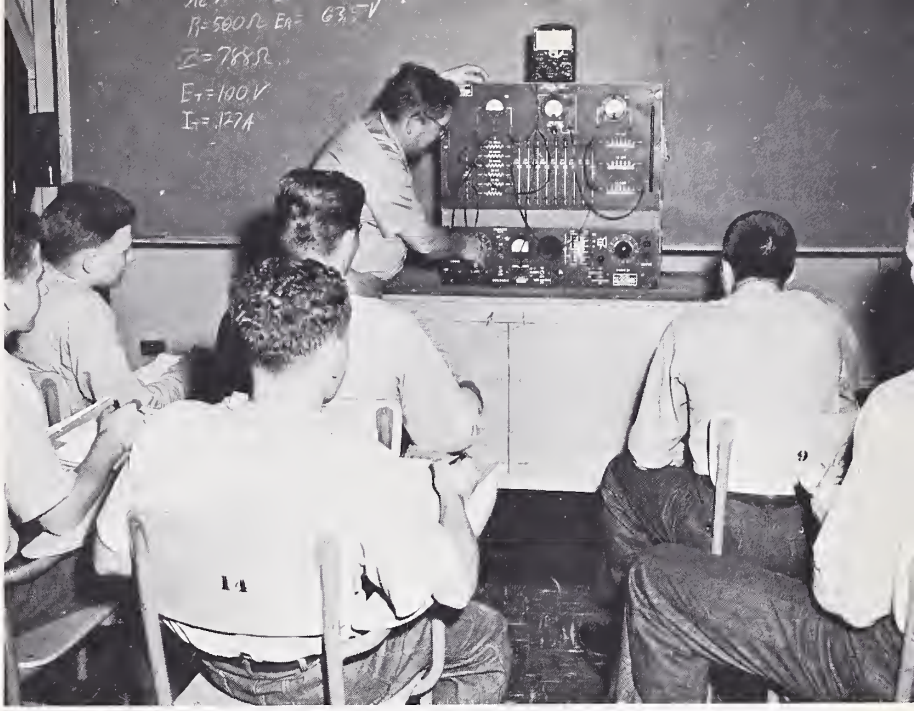
ANOTHER EXAMPLE is Seaman Apprentice John R. Copeman, who recently completed recruit training. Copeman can just about figure his career pattern for the next six years —which demonstrates the essential part played by technical schooling in the TM rating today.

Copeman enlisted as a *Polaris* field candidate. After completion of recruit training, he entered TM Class A school, and while there he extended his enlistment for two years to be eligible for the *Polaris* program. From Class A he was sent to Submarine School, New London, Conn., and after completing this course, he will be assigned to a submarine for duty until qualification. When qualified, he will receive further training in the *Polaris* program at the Nuclear Weapons Training Center, Dam Neck, Va., followed by assignment to a *Polaris* submarine.

The torpedoman of the future will need more than just a basic foundation in electricity and electronics. The AUW School, anticipating this not-too-distant day, recently inaugurated a course in advanced underwater circuitry. This course introduces the TM to transistor theory, computer logic and the complex circuitry of acoustic panels, test equipment, etc.—a giant step from the relative simplicity of earlier torpedoman courses of instruction.

This greater field of knowledge is already a requirement placed on those who will service and maintain the *Subroc* missile when it becomes operational; and who can predict what further advances will be made after *Subroc*?

It is plain to see why the Advanced Underwater Weapons School devotes 50 weeks of each year to instructing torpedomen. The school graduated 900 men in various courses in 1961 and 1300 in 1962. Indications are that this number will reach over 1500 in 1963.



BOOK LEARNING—Circuit demonstration panel is used by C. J. McCully, EMC, during blackboard session on basic electricity for Class A students.

OFF THEY GO—Students leave quarters heading for muster and classes.







SETTING RECORDS—USS *Albany* (CG 10) claims to be the first to fire three guided missiles at the same time.

Here's a Toast to th

ARE YOU RESPONSIBLE for a Navy *most?* Don't be modest about it if you are—you're in fine company. This is the group which can boast a superlative or record-setting claim—anything that's first, fastest, tallest, oldest, highest, lowest, slowest, smallest, "mostest," etc.

For example, have you ever been more than 35,800 feet underwater or flown over 152 miles above earth? Were you a chief petty officer before age 19-and-a-half, or in the Navy before you were three-and-a-half? Did you walk over 48 miles in over 14 feet of snow to enlist in the Navy? Is your name more confusing than Guess?

The same goes for your ship. Is it the sharp-shootingest, the biggest, the most decorated of its class?

If you can answer "yes" to any of the above questions, chances are you can log claim to a *most*.

Some might say, "Who cares if W. T. Door, BMC, holds the all-time record with his 101½-foot toss of a heaving line bearing a one-pound-weight monkey's fist from USS *Piankatank* to USS *Clagamost?*" Well, that's not the right attitude. You *should* care—these fellows have come out on top in the face of unlimited competition, and if you rack up a Navy most, you have done the same. It's in the same category as Section Five liberty.

When ALL HANDS, in an earlier issue, solicited personal, ship, station and squadron claims to record-setting accomplishments and titles, the editorial office was hit by a sustained barrage of letters.

In addition, we've done a little checking on our own, and think we have come up with a substantial—and sometimes impressive—list of deserving *mosts*.

By virtue of the sporting nature of this pastime, any claim made is as much a challenge for anyone to prove it wrong as it is a claim to glory.

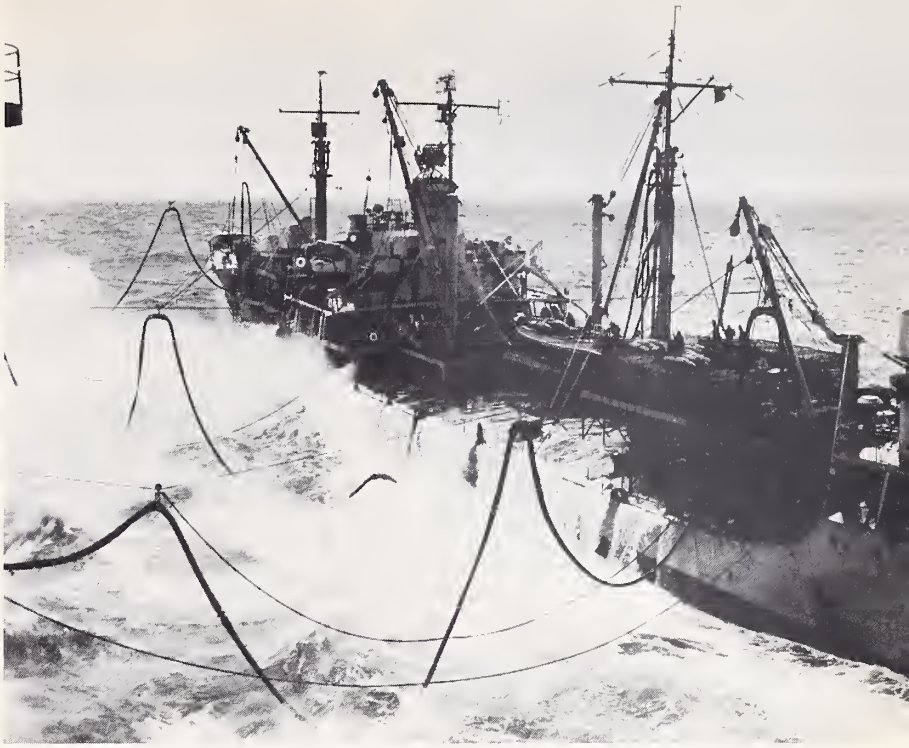
ALL HANDS of course can *not* accept ANY responsibility for any claim entered in this round-up. Though most sources are considered completely reliable, allowance must still be made for changing situations, mistakes in figuring, varying details supplied by different "authorities," and so many other pitfalls. Got that? We're reporting claims—not judging or verifying them.

NOW, LET'S TAKE a gander at the *first* comprehensive collection of Navy *mosts* ever completed—and that's a *most*. First, to elaborate on some of the aforementioned claims:

• What could be more confusing than asking a seaman checking into your outfit what his name is—only to receive the answer "Guess?" The answer is *two* seamen checking in, and both saying "Guess." That was the situation when Seamen Billy and Bobby Guess reported into the Tug Office at Mayport, Fla. The two are first cousins from Valdosta, Ga., and have learned to handle such situations gracefully after a chain of incidents, similar to the one above, which sometimes led to admonishments and even to drawing extra details at recruit training for being "wise guys." They therefore claim to have the most confusing name in the Navy.

• Seaman Apprentice Carl Hutchins, stationed on USS *Vance* (DER 387) is claimed to be the shortest man in the Navy. Hutchins' size (five feet even) is such that when he tried to buy cigarettes in the Navy Exchange, he was refused and told he wasn't old enough. And once, according to a report from his ship, he was picked up by a Honolulu truant officer while on daytime liberty. It wasn't until after the truant officer verified Hutchins' story





On *USS Lake Champlain* the Davis barrier was rigged in 59 seconds. *Rt: USS Cimarron* claims longest active service.

Navy's Most

with someone on board *Vance* that he was released.

• Lieutenant Don Walsh's claim as deepest-diving Navyman will be a hard one to equal. Accompanied by Jacques Piccard in the bathyscaph *Trieste*, Walsh rode to the lowest known point in any ocean—some 35,800 feet deep in the Marianas trench, on 23 Jan 1960.

• At the opposite extreme, who in the Navy at present can contest Commander Walter Schirra's altitude record—152.8 miles above the earth's surface? In considering such a feat as Schirra's six orbits of Earth in his space ship *Sigma 7*, it is possible to come up with many mosts. For example, first Navyman to orbit Earth; most miles traveled by a Navyman on a single non-stop mission (160,000); first spaceman to land in the Pacific Ocean, etc., etc. (Remember now, we're only referring to Navymen. Sister services don't count in this contest.)

• Willie L. Foy, CWO-2 (Ret.) claims to have been the youngest chief petty officer in the Navy. He enlisted on 15 Feb 1916 at age 17 years, 14 days. He received his original appointment to chief quartermaster on 1 Oct 1918, when he was 19 years, six months and 27 days old. This evidently beats the claim of David C. Loper, AGCA, who was 20 years, eight months and 10 days old when appointed as chief. Can anyone outdo Foy?

ALONG THE LINES of youthful Navy careers, we can recall one individual that would be hard to match.

• Samuel Barron was his name. He was "on duty" when he was slightly over the ripe age of three—or more accurately, in case someone else vying for youngest Navyman honors is close, he was three years and four months old. Young Sam had been appointed a midshipman on 11 Apr 1812, but nothing in the record indicates that he actually spent a day on active duty until he was eight years old (can anyone beat this?). After that he went on to become a fine naval officer. He fought pirates when he was only 14, sailed in the ship escorting General Lafayette back to France, and made lieutenant after being a midshipman for 15 years (perhaps this is another most). He commanded several warships, guarded Americans in Syria and Liberia, and sailed many seas.

• Then there was a fellow by the name of Louis Rebillet who, we reckon, can justly claim to have



BAT—first Navy missile in combat.



ARRESTED landing record by CVA 42

USS NAUTILUS—first in A-power





CDR SCHIRRA—highest flying Navyman.

walked the farthest to enlist in the Navy. Some years back, he walked 48 miles, through 14 feet of Idaho snow, to enlist in the Naval Reserve. When he was told his duty wouldn't start for several months he walked back to his parents' ranch to wait.

ON THE SERIOUS SIDE, there are other claims which would be tough to challenge because they have to do with certain "firsts" accomplished on the "threshold" of Navy's "technological" era.

Take the claim for biggest warship in the world today. Everyone knows USS *Enterprise* (CVAN 65) —1100 feet long and displacing over 85,000 tons—snags undisputed honors in this category. The main significance here, however, is not merely the size of the ship, but the fact that it is propelled by a nuclear power plant, thus providing the Navy with a giant floating airfield from which the most advanced aircraft weapons systems can operate, and which can sail around the world about 20 times without refueling.

And others, too numerous to list in total, which were accomplished both before and after the era *Enterprise* became seaworthy, include:

• *First Navy missile used in combat:* During World War I the Navy worked on a pilotless plane to be used as a "flying torpedo," but it wasn't until 1936 that the program which turned out the Navy's first really successful radio-controlled, pilotless aircraft was begun. World War II saw the launching of a number of guided missile programs, and in the last year of the war the Navy came up with its first fully automatic guided missile to be used in combat. This was the *Bat,* a glide bomb released by patrol bombers against enemy shipping with considerable effectiveness. The *Bat* was "briefed" on its objective by the mother plane and, after release, could follow a moving target through extensive maneuvers with the aid of its own radar installations. It was responsible for destroying many tons of Japanese merchant and naval shipping during the last year of the war.

• *First ship with radar:* In 1922, while testing plane-to-ground communications in the shortwave bands at Hains Point, Washington, D. C., Dr. Albert Hoyt Taylor and Mr. Leo C. Young noticed that ships moving in the Potomac River distorted the pattern of radio waves, causing a "phase shift" or fluctuating signal. Until then, it had not been known that radio waves could be reflected from small, moving objects, as well as from mountains and other large masses. Dr. R. M. Page of the Naval Research Laboratory was one of the leading figures in the research which followed this discovery, and many of the early radar patent applications were filed in his name.

By 1932 the Navy scientists were able to detect planes 50 miles from their transmitter, and by March of the following year the Naval Research Laboratory had made enough progress to outline in detail the theoretical military applications of radar.

In June 1936 ADM Harold G. Bowen, USN, then Chief of the Bureau of Engineering, directed that plans be made for the installation of a complete set of radar equipment aboard ship. As a result, the old four-stacker, USS *Leary* (DD 158), had the distinction of carrying the first seagoing radar, which was tested successfully in 1937.

• *First operational jet aircraft:* On 7 Jan 1943, development of the first naval aircraft to be equipped with a turbojet engine was initiated with the issuance of a letter of intent for engineering, development, and tooling of two VF airplanes. Two 19-B turbojet engines were later specified and the aircraft was designated XFD-1. It became the prototype for the FH-1 *Phantom* jet. First delivery of production aircraft took place on 23 Jul 1947, to VF-17A at Quonset Point, R. I.

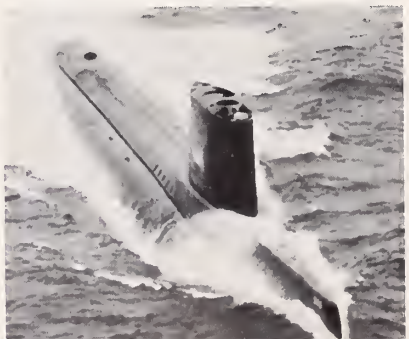
• *First ship to launch carrier-based jet planes for combat:* Carrier-based jet aircraft first went into combat on 3 Jul 1950, when USS *Valley Forge* (now LPH 8), with Air Group Five, launched strikes on airfields, supply lines and transportation facilities in and around Pyongyang, northwest of Seoul, Korea. This was the first combat test for the F9F *Panther.* It was also the occasion for the first Navy kills in aerial combat in Korea, as F9F pilots of VF-51, LTJG L. H. Plog and ENS E. W. Brown shot down two *Yak-9's* on the first strike over Pyongyang.

• *First carrier with an angled deck:* In early 1952 lines were painted on the flight deck of the flush-deck carrier USS *Midway* (CVA 41) to simulate an angled deck pattern. Many tests were then run and evaluations made of this new design concept of the British. The feasibility and merit thus proven, the Navy contracted for USS *Antietam* (CVS 36) to be reconfigured. Conversion took place between September and December 1952, and *Antietam* became our first angled deck carrier. Test operations began on 12 Jan 1953 when the ship's CO, CAPT

USS ENTERPRISE—world's largest warship.



USS TRITON—first submerged world cruise.



USS GEORGE CLYMER—record for APAs.



S. G. Mitchell, USN, landed aboard in an SNJ. (Another British invention adopted by the U. S. Navy was the steam catapult. On 1 Jun 1954, Commander H. J. Jackson, USN, in an S2F-1, was catapulted from USS *Hancock* (CVA 19) in the initial operational test on this side of the Atlantic.)

• *First vessel underway on nuclear power:* A major milestone was passed by the Navy at 1100, 17 Jan 1955, when CDR W. R. Anderson, USN, the first commanding officer of the Navy's first nuclear-powered vessel, sent out the message "underway on nuclear power." USS *Nautilus* (SSN 571) which had been commissioned three months earlier on 30 Sep 1954, thus began racking up record after record for endurance, speed and versatility of submarines. Among these were:

• *First ship to reach and surface at the North Pole.*

• *First ship to transit from the Pacific to the Atlantic Ocean via the North Pole.* This took place between 23 Jul and 11 Aug 1958. *Nautilus* departed from Pearl Harbor with top secret orders, and proceeded under the polar ice cap, through to the Atlantic, and ultimately to Portland, England, on an 8146-mile journey.

• *First guided missile surface ship to deploy with operational missiles:* On 1 Nov 1955 USS *Boston* (CAG 1), the world's first guided missile cruiser, was commissioned at the Philadelphia Naval Shipyard, with CAPT C. B. Martell commanding. Soon afterwards, *Boston* deployed with her arsenal of *Terrier* missiles.

• *First nuclear-powered surface ship in commission:* USS *Long Beach* (CGN 9) is the first U. S. ship to be designed and constructed from the keel up as a cruiser since the end of WW II; the first surface ship to be armed with a main battery of guided missiles and powered by a nuclear engineering plant; and the first nuclear-powered surface fighting ship in the world. *Long Beach* was commissioned on 9 Sep 1961 and was equipped with the latest of everything at the time of her building.

• *First submerged circumnavigation of the world:* USS *Triton* (SSN 586) did her part in demonstrating the effectiveness of the nuclear-powered submarine during the early history of these vessels by following Magellan's route around the world – while submerged. *Triton*, with CAPT Edward L. Beach, USN, in command, actually remained submerged for 83 days, 60 of which were spent in the round-the-world journey. From 24 Feb to 10 May 1960, *Triton* covered 26,723 nautical miles at an average speed of 18 knots. Until another vessel turns in a better effort, this journey also stacks up as the:

• *Fastest round-the-world trip for a Navy vessel;* and

• *Longest voyage without a port or tender visit.*

• *First submarine to deploy with* Polaris *missiles:* Marking another milestone in the Navy's modern history, on 15 Nov 1960 USS *George Washington* (SSBN 598) went "on patrol . . . somewhere in the Atlantic" . . . armed with 16 potent *Polaris* missiles. With the advent of the nuclear-powered, missile-armed submarine came a whole new strategy for global warfare and an unprecedented step forward in deterrent strength.

George Washington was also the first submarine to be named for a man since 1900, when *Holland*–the only other one before *Washington* not to be named for a fish or a sea creature–was christened. The novel concept of a two-crew ship was also born out of the FBM program, and *Washington* was the first to utilize this system with her blue and gold crews.

Significant, too, are two speed records held by Navy planes, for they symbolize the giant steps that have been taken in aviation technology since the birth of naval aviation some 50 years ago. They are:



FLEET ADM NIMITZ—most continuous active service.

• *Fastest aircraft (speed over a straight course):* On 22 Nov 1961 the F-4A (F4H) *Phantom II*, piloted by Lieutenant Colonel Robert B. Robinson, USMC, at Edwards Air Force Base, Calif., flew at a speed of 1606.505 mph to establish a world speed record. The *Phantom* is a carrier-based fighter, capable of nuclear strikes at great distances in all-weather conditions.

• *Fastest helicopter (speed over a three-kilometer course):* On 30 Dec 1961 a Navy SH-3A (HSS-2) *Sea King*, piloted by CDR Patrick L. Sullivan, USN, flew at a speed of 199 mph over a course at Windsor Locks, Conn. The *Sea King* is now operational with ASW units of the Navy.

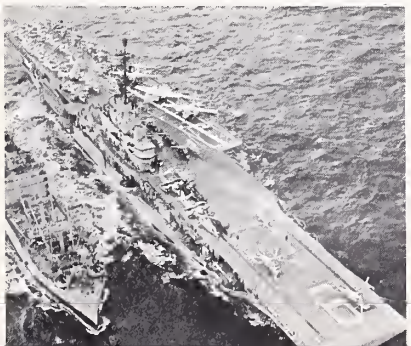
FORMIDABLE as the above list may be, it barely gives us an insight to the accomplishments the Navy can claim in the fields of electronics, oceanographic research, submarine and amphibious warfare operations, ship design and propulsion systems, and many others.

But from here on, having become familiar with what constitutes a Navy most, let's throw this whole

MALOY—oldest continuously active escort.



USS ESSEX—oldest carrier in active service.



NICHOLAS—oldest continuously active DD.





BROTHER claim aboard USS Independence.

shebang at the feet of the Fleet and see how well it's kicked around.

As a point of departure, it seems appropriate next to name the person who, by virtue of his title of "Navyman with most years of continuous active duty," can be most critical of the claims that follow. ALL HANDS has the privilege of awarding this title to Fleet Admiral Chester W. Nimitz, USN, who apparently has no qualified challengers. FADM Nimitz was born on 24 Feb 1885, and began his career 16 and a half years later, when he entered the Naval Academy as a midshipman. He has been on continuous active duty for the 62 years that have passed since 7 Sep 1901.

Although FADM Nimitz is in a league of his own, there are others who merit mention in this category. The names that have reached us so far include:

• Harry "Pappy" Morris, TMC, USN (Ret.), who tossed in the towel after 55 years of continuous active naval service. Morris joined the Navy when he was 14, in April 1903, and served in 41 different ships. When he retired at age 70 on 1 Feb 1958, Morris was one of the very few men who was still entitled to wear the figure-of-eight knot insignia that identifies a former apprentice boy.

• LCDR Alexander Andrews, USN (Ret.), who enlisted in the Navy in Jan 1896, and decided to call it quits a mere 51 years later (we say facetiously), retiring in December 1946.

• Frank D. Oliva, BTC, USN, who retired in February this year with over 48 years' active duty. After enlisting in 1914, Oliva worked his way up to Chief Water Tender by 1929. He actively participated in the Nicaraguan Campaign and since he could speak Spanish, was selected to go ashore in that Central American country during the elections of 1928. He was sent on horseback to explain the democratic election process to the people who were voting.

Then there was Isaac Fasset, Steerage Steward, USN (Ret.), who —before his death on 27 Feb 1960, at the ripe age of almost 102 years— held the title of "Navyman who drew non-disability retirement pay for the longest period." Fasset's check arrived monthly for nearly 49 years. He retired at the age of 53 on 16 Jan 1911, credited with 30 years of service (his active duty during the war with Spain counted double).

SINCE WE'RE TALKING about people, there are several claims pertaining to "family" representation in the Navy.

Two commands have staked out claims in the broad category of "most sets of brothers in the same command." USS *McCaffery* (DD 860) leads the field so far with recent claims. *Mac*'s crew has seven brothers' combinations. They are R. J. and E. M. Ballew; A. L. and N. E. Edwards; W. H. and J. W. Steele; R. C. and J. W. Merritts; R. A. and A. C. Dumont; P. R. and J. W. Steiner; and R. W., R. D. and J. W. Mummert—a threesome of brothers.

Close second, according to available recent information, is the claim of Helicopter Antisubmarine Squadron Two, which has five sets, including two sets of identical twins. These are Victor and Edgar Jennings; Freeman and Wylie Lawson; Larry and Ronald Edwards; Ronald and Donald Thomas (twins); and Serverino and Lucito Umbay (twins). The last two sets constitute HS-2's right to claim "most sets of identical twins in one command." No other claim has been received to equal this one.

USS *Aldebaran* also has five sets of brothers aboard, representing six per cent of the crew.

For threesome sets of brothers, USS *Independence* (CVA 62) leads the field with two such combinations. They are Robert, Wallace and Paul Parker; and James, Francis and Ralph Tevault.

A little research into this subject, however, produced some information which causes us to doubt that any of these claims can compete for all-time records. In 1952 USS *Princeton* (now LPH 5) had 34 sets of brothers on board, including three sets of twins and one group of four brothers. The same year USS *Boxer* (now LPH 4) had 25 sets of brothers, also including three sets of twins.

Some other "family" claims are taken from the files. In 1956 ALL HANDS made mention of Ernst Schneider, AN, then stationed at NAS Moffett Field, Calif. Ernst and all his nine brothers had served, or were at the time serving, in the Navy. The oldest Schneider brother signed up in 1940, and after that time there was always at least one of the Glenbeulah, Wis., Schneiders on active duty until the nine filed through.

In the same year, seven children of the Moses family of Coxton, Ky., had served, or were serving, in the Navy. At the time there were still two young Moseses left at home, leaving the way open for the family to improve this mark.

TOP OILER—USS Hassayampa claims the fastest pumping record.



NEXT WE EXAMINE the daddy claim of them all—who *was* the man who made CPO fastest?

• The only man claiming this title who has stipulated that he went through all the intermediate rates on the way up is Lewis Rollings, MMCM, a recruiter in Springfield, Mo., who enlisted on 27 Mar 1941

and was appointed chief on 1 Aug 1944—a time lapse of under 40 months.

• For the no-holds-barred claim, however, David C. Loper, AGCA, stationed at NAS Sanford, Fla., says he went from seaman recruit on 22 Jan 1943 to chief on 10 July of that year—in five months, 21 days.

• There is another chief—well-known in the Navy today—who claims the enlisted record for continuous active duty, *still serving*. He is Chief Musician Sid Zeramby, bandmaster at the Naval Training Center, Great Lakes, Ill., who entered the Navy on 14 May 1917 at Boston, Mass., and has been on continuous active duty since then.

• For the man who signed up in the Navy on the longest single enlistment, it is going to be difficult to beat the mark of Harvey Haynes. When he joined, he joined in a big way and for a long time—some 29 years. In his hurry to enlist, he signed his shipping articles without reading them closely. Also in a hurry to accommodate the new recruit, a yeoman in the Dallas recruiting office placed the day-of-the-month in the column listed under years-to-serve. This showed Harvey as one year short of "going for 30."

Whether willing or not, Harvey couldn't legally sign up for that long. His first personnel officer after recruit training forwarded a letter to the Chief of Naval Personnel, requesting that his enlistment be shortened by a quarter of a century.

• For tallies, LTJG Robert Baker, stationed on USS *Vance* (DER 387), is claimed to be the tallest officer in the Navy. He's six feet nine inches tall. We're confident that this claim will come under swift and merciless challenge, but it's the best so far.

DWELLING on personal claims a bit further, it is interesting to note that:

• Betty J. Klock, PN1, claims to be the only PN1 filling an admiral's writer billet—though she neglects to say which admiral she writes for.

• Reese E. Every, YN1, claims he may be the only man in the Navy who needs a custom-made unit marker. He is the only member of the service entitled to wear a COMINDIV 41 unit identification badge on the right sleeve of his jumper. MinDiv 41 is an afloat staff, and the enlisted allowance calls for one SM1 and one YN2. When the SM1 assigned to the staff was recently appointed to chief, Every automatically became eligible for this title.

• Bennett (n) Stallard, believe it or not, claims to have the longest name ever in the Navy. Don't be fooled by outward appearances—this claim does have some substance to it. Little could an unsuspecting yeoman know, when he picked up Stallard's service record that "(n)" stood—not for "none," as is usually the case—but for no less than 27 middle names. Stallard's name appears in the family Bible as: Alexander Morris Gene Saul Ralph Giles Gilbert Motoer Marquis Miles Marion Mayo John Charles James Gordon Bennett Adams Christopher Columbus Elijah Green Eversole Bradley Kincade Robert Jefferson Breckenridge Stallard. From this list of names, Stallard chose "Bennett," and made it easier for everyone concerned.

• For some past unusual names in the Navy, just to open up the category, there has been a Commander Commander, USN; a Constantine A. Navy, USN; an Admiral John Christman, who was an Airman Recruit; and two electrician's mates whose names were Sparks and Watts.

• Again, to open a category, we read from our 1953 files that a LT Fred Mann had, at that time, completed 36 correspondence courses, including eight USAFI, 25 Naval Officer and three Naval War College courses. Surely someone today can beat this.

THERE ARE MANY cases in the Navy where an enlisted man is "in command," but how many enlisted men can claim to have been Governor of an island while on active duty—or at any other time for that matter? Frederick A. Pobst, SKC,



RECORD in Antarctic claimed by USS EDISTO.

may not have been the only one, but he was the first to become "Chief of Chichi Jima." The chief established his headquarters on tiny Chichi Jima in April 1951, the only inhabited island of the Bonin group, situated 550 miles from the mainland of Japan. The island, which was held by the Japanese until the latter part of World War II, was one of those in the Pacific that were administered by the Navy's "island government" program.

• Peter Philip, Jr., who was an ICFN in 1961, claims the record for shortest time in qualifying for submarines. He pulled a stunt roughly comparable to completing a four-year college course in 18 months. He qualified in submarines in just two and a half months. The complete criteria for award of a submariner's dolphins are far too lengthy to list here. Briefly, qualification involves gaining a working knowledge of the submerging and surfacing techniques to be followed in any general area of the ship, plus a complete knowledge of every moving part throughout the submarine. Normally, it's a task which requires at least six months.

• Rounding out this section, LTJG Richard I. Taylor, USN, claims the

SEVEN SETS of brothers are serving aboard destroyer USS McCaffery.





CAT MEN—USS Saratoga claims launch record.

distinction of serving as a hurricane hunter longer than anyone else still on active duty. Taylor, who has 17 years of "rough flying" under his belt, joined the first hurricane hunter squadron in 1946, a year after its formation. He was a crew member of the plane which first detected a double-eye hurricane—a storm with one eye within the other.

SO MUCH FOR personal records for the moment. Let's see what the ships have been doing.

A few refueling-at-sea claims have been staked out. One, which has stood since 1953, is "refueling most ships at once." This record is claimed by USS *Manatee* (AO 58), which took on four DDs simultaneously.

For fastest pumping, USS *Hassayampa* (AO 145) pumped an average of 11,426 barrels of oil an hour to USS *Constellation* (CVA 64) while steaming in the China Sea this past April. All lines were rigged and unrigged in 12 minutes.

In a smaller class, USS *Charles P. Cecil* (DDR 835) took on 468 barrels from USS *Allagash* (AO 97), with the complete operation, from the first bolo in hand to the last line cast off, taking 14 minutes, 15 seconds. This took place in the Med during 1962. The ships claim this as a DD refueling speed record.

An offbeat claim in the refueling category is that of USS *Cimarron* (AO 22), which claims to have refueled a ship which had the most in tow during refueling operations. In WESTPAC in 1961 *Cimarron* rendezvoused with USS *Current* (ARS 22) to replenish her with fuel and water. *Current* was two weeks out of Pearl Harbor, en route to Korea with five Army barges in tow. The total length of the tow was approximately 4650 feet. It was necessary for *Current* to maintain a steady course and speed, and for *Cimarron* to make her approach well clear of the tow wire, thus creating an inverted condition with the receiving ship acting as guide and the delivery ship keeping station.

Rigging records are claimed under various stipulations. Some claimants consider the time of approach, some start counting when the first bolo is in hand, and some don't specify what the conditions were. We'll therefore give you the claims as they were received.

USS *John Hood* (DD 655) moved in from 300 yards astern of USS *Lake Champlain* (CVS 39), rigged, and started to receive fuel in five minutes, 25 seconds. *Hood's* crew at the time of this achievement in 1962 was half composed of New York Reservists who had been recalled to active duty.

In 1961, USS *Turner* (DDR 834) rigged both stations to receive fuel from USS *Aucilla* (AO 56) in 105 seconds.

That same year USS *Newport News* (CA 148) approached and rigged, and began receiving fuel from both stations in 4.1 minutes while operating with USS *Nantahala* (AO 60). Both ships were with the Sixth Fleet.

And in 1962, again with the Sixth Fleet, USS *Perry* (DD 844) and *Canisteo* (AO 99) rigged lines and hoses in two minutes, 20 seconds.

THERE'S A BIG battle going on for at-sea replenishment records. A sorting out of all the claims registered leaves us with the following top contenders for undisputed titles:

- USS *Graffias* (AF 29) and *Theodore E. Chandler* (DD 717), for resupplying a destroyer. In 1962 *Chandler* took on stores at an average rate of 80.4 tons per hour while operating in the Pacific.
- USS *Vega* (AF 59) and *Ranger* (CVA 61), in the unrestricted category, combined to replenish *Ranger* at the average rate of 291 tons per hour on 15 May this year. The actual load totaled 103 tons, which was transferred in 21 minutes.

Leading up to this best (so far) mark, *Ranger* and *Bellatrix* (AKA 3) set a mark of 166 tons per hour in February, and in March *Kitty Hawk* (CVA 63) and *Zelima* (AF 49) notched a mark of 213.6 tons average per hour when *Kitty Hawk* took on 178 tons in 50 minutes.

For underway rearming, *Ranger* again hit the top after taking on 366 tons average per hour from *Mauna Kea* (AE 22) in May this year. The actual load consisted of 39.7 tons, transferred in a remarkable six minutes.

Another highline claim is staked out by *Bridget* (DE 1024) and *Bauer* (DE 1025). In 1961 it took two hours to transfer 147 persons between these ships by highline, and they think that's a record.

OLD TIMER—USS Texas (BB 35) was first to show talking movies aboard.



IN 1960 THESE PAGES carried all sides of a heated dispute over which ship holds the record for the greatest percentage of time spent underway in a year. The contest narrowed itself down to four top contenders – all picket ships – and while no ship has registered a claim that beats USS *Scanner* (AGR 5), all records are so close that they merit mention. In order, they are:

- *Scanner:* 5975 hours underway for an over-all underway percentage of 68.2 in a one-year period.
- USS *Protector* (AGR 11): 5853

hours for a 66.9 percentage.

• USS *Locator* (AGR 6): 5796 hours for a 66.16 percentage.

• USS *Guardian* (AGR 1): 5661.5 hours for a 64.6 average.

THERE ARE SOME other records which have been compiled *while* steaming. These are records which have more or less developed, quite inadvertently, during normal operations.

For "world cruise" class steaming, USS *Canberra* (CAG 2) claims to be the only guided missile cruiser to have steamed around the world.

USS *Edisto* (AGB 2) claims to be the ship which has remained below the Antarctic Circle longer than any other. In February this year she completed her 90th day below the Circle, before heading homeward.

USS *Caliente* (AO 53) refueled 307 ships in 1962, and thinks this is a peacetime record for number of refuelings in a year.

A claim which surely cannot stand for very long is that of USS *George Clymer* (APA 27), which claims it has dropped anchor in more foreign ports than any other APA. Come now, Sailors-of-the-World, can *Clymer* get away with a mere 49?

For years of steaming on the same vessel, it will be hard to beat the record of W. H. Pratt, TMC, who served aboard USS *Cubera* (SS 347) for 15 consecutive years before being detached in 1961.

AND OUR FILES reveal that a man—not a ship—holds an unofficial record for making two complete world cruises in one year. Robert D. Stalnaker, JO2, was assigned, as a Navy reporter, to a group of destroyers which departed Newport, R. I., 10 Aug 1953 on a round-the-world cruise. He returned on 10 Mar 1954 and left again with another group on 19 Apr 1954. On 10 Aug 1954, exactly one year later, he returned to the United States. During his world travels, Stalnaker set foot on six of the seven continents.

Also considered to be in the steaming category is the claim for most continuous sea duty, again for a man. Many a Navyman has vowed to put in 30 years at sea before requesting shore duty, but to the best of our knowledge there are only two who have made it. In the spring of 1921, Harry Budnick, Fireman Third Class, started his sea duty on board USS *Eider* (AM 17). In the spring of 1951 Harry Budnick, MMC, reported aboard Naval Base, Long Beach, Calif., for shore duty—his first.

And shore duty was something with which LCDR Claude A. Ross, USN, had little familiarity in his 30-year career. Except for some months spent at USNTS Norfolk in 1920 and 1921, his career was all spent at sea—aboard ship.

Some stints of sea duty are more eventful than others—or at least some sea experiences stand out more than others. Many such experiences form the basis for other claims which have been received from the Fleet. Here they are:

• Heaviest roll: USS *Waldron* (DD 699), while operating in the Med in December 1949, was overtaken by extremely heavy seas on her port quarter, which caused the ship to take a maximum roll of 60 degrees. (Remember, we're just *reporting* the claims.)

• Longest snorkel transit: USS *Blueback* (SS 581), covered a distance of 5340 miles from Yokosuka, Japan, to San Diego in 23 days in 1961.

• First ship to fire three missiles simultaneously: USS *Albany* (CG 10), on 30 Jan 1963, successfully fired three surface-to-air test missiles simultaneously from forward, aft and one side of the vessel. They were one *Tartar* and two *Talos* missiles.

• First ship to drop anchor on a 16,000-foot mountain: In April 1962 USS *Independence* (CVA 62), while en route to the Mediterranean, accomplished this feat in mid-Atlantic over an underwater peak.

• Longest homeward-bound pennant: USS *Augusta* (CA 31) appears to have won this one hands down, and her 700-foot pennant, which she trailed when returning to the United States after seven years as flagship of the Asiatic Fleet, will be hard to beat, since pennants now cannot exceed the length of the ship. In recent years, USS *Salem* (CA 139) trailed a 512-foot pennant when returning from a two-year Med cruise in 1958.



CHIEF ZERAMBY—more than 40 years of service.

• Longest tow: As we say about all of these claims, *prove them wrong*. But until someone does, there is a claim made by USS *ATA 190* (since named USS *Samoset*), stating that she picked up a battleship drydock section in the Philippine Islands and towed it to Norfolk, Va., via the Hawaiian Islands, San Francisco and the Panama Canal, alone, with no other ship assisting. According to the Navy Hydrographic Office, this voyage must have been in the neighborhood of 11,500 miles.

• First ship to transit Suez Canal in both directions within 31 hours: USS *Haynsworth* (DD 700) departed Port Suez early one morning, transited the canal, rendezvoused with USS *Soley* (DD 707) and took on 55 tons of stores (in just over two hours), joined a southland convoy at midnight the same day, and arrived back in Port Suez the next afternoon.

PHANTOM I—first jet takeoff from carrier.





HELO MEN—made a first in air-sea rescue.

• Record depth for submarine escape: LT Harris Steinke, USN, and CDR Walter Massone, USN, testing a new submarine escape device, made an escape from USS *Balao* (SS 285) at a depth of 318 feet. Their ascent took 55 seconds and, after surfacing, they were found to be in excellent health.

• First to land troops in Lebanon: USS *Capricornus* (AKA 57) had her boats ashore eight minutes before any others, so the claim goes.

• Only ship to fire a missile at a drone on one day and score a "hit" on that same drone, with the same missile, exactly one day later. This is the claim of USS *Canberra* (CAG 2). Of course all this activity took place at the International Date Line—where else?

• Tender with most submarines alongside: Photographic evidence exists to nominate USS *Howard W. Gilmore* (AS 16) as winner in this category. In mid-1945, in Subic Bay, she had 17 tied up. Are there any takers?

For a couple of old-time records, we submit these:

• First vessel to show talking movies on board: USS *Texas* (BB 35), in the spring of 1930.

• Navy ship to conduct last full-scale crossing-the-equator ceremonies prior to World War II: USS *Chaumont* (AP 5) on 5 Dec 1941.

SOME READERS, by now, are perhaps apprehensive over the possibility that the most "important" title of the Fleet will not be included in this roundup. To quell any such apprehensions, we will enter the claims in the "oldest continuously active ships" category right here and now.

• USS *Aldebaran* (AF 10) claims she is the oldest ship which has never been deactivated. This is a specialized claim, because *Aldey* began her seagoing career as a merchant ship—SS *Stag Hound*—having been christened on 21 Jun 1939. After purchase and a few slight alterations, she was commissioned in the U. S. Navy on 14 Jan 1941.

• USS *Cimarron* (AO 22) claims to be the oldest continuously active ship in service since commissioning. This veteran tanker had her blue pennant run up in March 1939, and she has rarely rested since.

Other entrants which claim granddaddy honors by class of vessel are:

• USS *Essex* (CVS 9)—oldest aircraft carrier in active service. *Essex* was commissioned 31 Dec 1942.

• USS *George Clymer* (APA 27)—oldest continuously active APA; commissioned 15 Jun 1942.

• USS *Nicholas* (DD 449)—oldest continuously active destroyer; commissioned 4 Jun 1942.

• USS *Maloy* (EDE 791)—oldest continuously active escort; commissioned 13 Dec 1943.

ON THE OTHER HAND, USS *Odax* (SS 484) claims it has been *more* ships than any other in one lifetime. *Odax*, since commissioning in 1945, has had four distinct configurations. First operated as a fleet-type submarine, *Odax* was later converted to the first *Guppy* sub, then to *Guppy II*, and finally underwent another major transformation when a new fairwater and clamshell type superstructure were installed.

Moving over to our air units, there are several relevant claims which point out the proficiency and alacrity of this branch of the Navy. USS *Midway* (CVA 41) is proud of its claim for the record number of jet arrested landings in one day. She has reported a single-day high of 437 in this category, with 50 prop landings handled on the same day. In five consecutive days of operations, she scored a total of 1500 jet arrested landings.

For the total number of arrested landings, USS *Franklin D. Roosevelt* (CVA 42) thinks she has the record with over 120,000. That is the mark to shoot for as of last hearing.

For helicopter landings on an LPH, USS *Valley Forge* (LPH 8) considers her mark of 15,000 to be best.

And Cat #1, on board USS *Saratoga* (CVA 60), which has been responsible for launching 23,000 aircraft, also considers it has achieved a record for this type of endeavor.

Helicopter Antisubmarine Squadron Two, again knocking on Fame's door, claims it is the first to qualify a large group of aircrewmen in the SH-3A *Sea King*. How about that? And, this squadron also stakes out honors for having been the first to deploy with this 'copter.

Going hand-in-hand with any statistics charting "mosts" in carrier operations, it is desirable—if not necessary—that we also note the "safety" factor. And for the claim to the most accident-free squadron flying hours, Training Squadron 29 has posted the number 50,000 as the one to beat.

In a restricted category, Attack Squadron 65 has completed over 27,000 accident-free flying hours in the redoubtable A-1H *Skyraider*, and considers this a record.

If, in spite of the thorough safety measures in force in the Fleet, there is an accident, there are those units which stand prepared to effect rescue work. And they, too, like to talk of their achievements.

USS *Manley* (DD 940) claims to have been there most often when needed in 1962. *Manley* rescued downed pilots on three separate occasions in that eventful year, twice in the bitter cold of North Atlantic winter. On another occasion she was

USS TARGETEER—one of a kind and Navy's smallest aircraft carrier.



responsible for fishing the three-man crew of the Naval Academy's craft *Avian* out of mountainous seas.

Helicopter Squadron Four claims that one of its choppers was the first to rescue three men successfully from the sea in one attempt on a dark, moonless night. This event took place when a plane operating from USS *Yorktown* (CVS 10) crashed alongside the ship.

THERE ARE SOME crews in the Navy who refuse to relinquish their hard-learned aptitudes in gunnery to "missile-itis." We will not wager a guess as to whether or not the fact that *larger* ships have missiles has anything to do with one of the Navy's smallest types of ships claiming the best gun crew in the Fleet. We can only say that the latter is true—that tiny USS *Takelma* (ATF 113) has a lone three-inch 50-caliber foward mount, and that this mount is decorated with a gold gunnery E with three gold service stripes, signifying eight consecutive years of outstanding gunnery.

Naturally the foregoing is bound to have some effect on the over-all gunnery laurels claimed by SERVPAC —to which *Takelma* is assigned—and our next claim bears this out. The claim is "Most cumulative years of outstanding gunnery," and is supported by the explanation that there are 209 mounts aboard SERVPAC's "non-combatant" ships, and 117 of these mounts are decorated with E's. All these E's and their service stripes represent 313 years of outstanding gunnery.

MOVING INTO the category of reenlistments, no recent claims have topped the one registered by NAF Monterey, Calif., in 1961, so we ungrudgingly reprint it here. Theirs was for a ship or station with an average on-board count of approximately 500 enlisted men. Here's their percentage for the 10-month period from 1 Sep 1960 through 30 Jun 1961:

- Of 85 men eligible for separation, 71 reenlisted for an over-all percentage of 83.5.
- Of 57 first termers eligible to ship over, 43 reenlisted for a percentage of 75.4.
- Career reenlistments were 100 per cent—all 28 men who were eligible to ship over did so.

Now, what about that? Hasn't this record remained unchallenged for a precariously long time?

THERE ARE A FEW REMAINING miscellaneous claims which open some broad areas of competition. Some are, indeed, extraordinary.

U. S. Naval Missile Facility, Point Arguello, Calif., has made a few claims that can be easily defended, for as Navy bases go, this base is (forgive the term)—unique.

NMF Pt. Arguello claims to be:

- The only Navy command launching satellites.
- The only Navy command launching ICBM-size missiles.
- The only Navy command which, as a matter of routine, evacuates an entire town for its missile operations.

In addition, if that's not enough, NMF claims the missiles it has launched have *more total thrust* than the missiles of *all other Navy commands put together,* including FBM submarines, missile-firing ships, etc. *(Atlas-Agena B, Scout, Blue Scout Jr.,* etc.).

USS *Targeteer* (YV 3) also defies comparison in the active Fleet today, or so she says. Besides claiming to be the smallest aircraft carrier on active duty, *Targeteer* says she is the only one of her kind now serving.

This 306-foot converted landing ship has complete facilities for launching and recovering fixed-wing aircraft. Her official designation is Drone Aircraft Catapult Ship. Of course the aircraft themselves are a bit different from the 35-ton bombers found aboard *Targeteer's* sisters —her aircraft are drones, small, unmanned, radio-controlled target planes.

USS *Blackfin* (SS 322) thinks it has a first. The sub claims to be the only one ever to requalify its entire crew at the Escape Training Tank on the same day. *Blackfin's* crew—100 per cent of them—did this in Pearl Harbor earlier this year.



USS ANTIETAM—first with angled deck.

USS *Canberra* (CAG 2) is undoubtedly a proud ship, as the number of her claims in various categories bears witness. There are a couple more to be entered in miscellany. First, *Canberra* claims she is the only ship named after a foreign capital. Second, she claims to be the only ship *ever* to fly the flags of five different admirals during a normal seven-month Med deployment (RADMs Williamson, Brooks, Ailes, Weeks and Miner). And as for mascots, records show that *Canberra* is not the first to adopt a kangaroo for this purpose, but she probably is the first to have *two* kangaroos as mascots. They were a gift from the people of Canberra, Australia, and are now living comfortably in the Norfolk Zoo.

As mentioned earlier in this roundup ALL HANDS does not accept responsibility for any claims listed on these pages. It would be a risk no insurance underwriter would touch with a 101-foot pole—and that's a *most.* —Bill Howard, JO1, USN.

TOP GUN in the Navy is the claim of gun crew of fleet ocean tug USS Takelma.







NAVY PISTOL packers at 1963 National Matches at Camp Perry pose for photo. *Rt:* J. C. Nixon, TD2, won silver bowl.

Navy Has Winners in Golf, Softball, Shooting

HERE'S A ROUNDUP *of recent sports activities, including All-Navy, Inter-Service and CISM events.*

All-Navy Golf

Seaman Jim Terry, 21, from NTC San Diego, Calif., increased his lead in every round in winning the annual All-Navy golf championship at NAS Pensacola's A. C. Read championship course. Terry fired a last round 71 for a 284 total—four under par on the 7028-yard course—nine shots ahead of his nearest pursuer. He earned a three-stroke lead with an opening 68, moved four shots ahead with 72 on the second round, and boosted his lead to five strokes with a third round 73. Son of an Athens, Tex., golf professional and entrant as the current Pacific Coast champion, Terry won the All-Navy crown on his first bid.

Terry was joined by the four other low finishers in forming the Navy team for the Inter-Service championship against the Army (defending champions) and the Air Force. The four are:

- LCPL Dick Lytle, USMC, from MCRD, San Diego, who clinched second place with 293. Lytle, 25, is the son of the 1948 All-Navy golf champion Dick Lytle.
- Earl Fennell, AMS3, the defending All-Navy champion from NAS Oceana, Va., who finished at third place with 296.
- Jim Westbrook, SK3, this year's Atlantic Fleet champion from USS *Bearss* (DD 654), who placed fourth in the tournament with 298.
- LT Bill Scarbrough, USN, the 1961 All-Navy champion from PATRON Eight, Paxtuxent River, Md., who finished in fifth place with 299.

CDR Jim Kinder, USN, from Camp Lejeune, N. C., who won the All-Navy championship in 1955 and 1957, triumphed in the senior division this year. Kinder fired 311 for a two-stroke edge over CDR Ed Peck, USN, from Naval Station, Bermuda. LT Jim Olson, USN, from BuMed, Washington, D. C., closed with 322 for third place in the senior division.

Eleven golfers entered as participants in the women's division, including LT Nancy Hollenbeck, USN, from Naval Station, Yokosuka, Japan, the 1960 All-Navy woman champion. LT Hollenbeck finished with 263, which was enough to give her a repeat win with one stroke to spare.

Estelle St. Clair, PN1, from NTC, San Diego, who won the championship in 1957, '61 and '62, placed second with 264. Third place went to LT Claire Moulden from Washington, D. C., who had a 54-hole total of 272.

CAPT Viola B. Sanders, USN, Assistant Chief of Naval Personnel for Women, was also in the tournament. She placed third in the Washington district and regional tournaments.

Inter-Service Golf

Dick Lytle, stocky 25 year-old Marine corporal from San Diego, led Navy to both individual and team honors in the annual Inter-Service golf championship at the Pensacola Naval Air Station.

Overcoming the problems presented by a steady drizzle, Lytle shot a five under par 67 in the final round to break the course record and post a 72-hole total of 285. This was five strokes ahead of Orville Moody, defending champion from Army.

Lytle led Navy to its first team title in the history of a sharp rivalry with Army and Air Force in 11 years of inter-service competition. Navy made it a clean sweep when CDR Jim Kinder took the senior division title.

Navy and Army were tied for the team title at the end of the regulation 72 holes with 1186 each. The five players on each team went into a sudden-death playoff, in which only the low four scores on each side counted on each hole.

After both teams scored 19 on the first hole, Navy took the title with 12 strokes to Army's 13 on the second hole. The key shot was a 22-foot putt for a birdie by Lytle.

All-Navy Softball

The Atlantic Fleet Submarine Force Sea Raiders are the new All-Navy softball champions.

In the double-elimination tournament, the Sea Raiders met with the 1961-62 champs from USS *Sperry* (AS 12), from San Diego, Calif., and teams from the Pacific Fleet



GOLF—Jim Terry, SN, won All-Navy



ALL-NAVY golfers pose aboard carrier. They are also the inter-service champs. *L to Rt:* LT Scarbrough; LCPL Lytle; Terry, SN; Westbrook, SK3; Fennell, AMS3

ennis and CISM

Submarine Force, the Sixth Naval District, and the Patuxent River Naval Air Station to compete for the 1963 title.

The Sixth Naval District was eliminated from the event on the second day of play; Patuxent fell from the running on the third day; and SUBPAC was forced from the race on the following morning, leaving the Sea Raiders and the *Sperry* team to fight it out. The Raiders were already one game up on *Sperry*, having defeated them the preceding day by a score of 8-2.

They met for the second time and battled for 13 innings before *Sperry* finally edged out a 4-3 victory to tie up the standings. Then the Raiders bounced back and downed Sperry in the final game, again by a score of 8-2.

Jim Cheeseman pitched all five of the Raiders' games and Joe Lynch went for *Sperry*. Earlier this year the Raiders won the 1963 Connecticut state softball championship.

Shooting

The Navy's top 36 pistol shooters competed in the 1963 National Matches at Camp Perry, Ohio. They won 110 individual awards, including the eighth place finish in the grand aggregate won by Donald L. Hamilton, ADR2, USN, of NAS South Weymouth, Mass.

Hamilton, last year's grand aggregate runner-up, fired a 2622 to win the Secretary of the Navy award as the top Navy pistol shooter.

Charles E. Tryon, BMC, USN, the All-Navy rifle and pistol champion, won the Navy championship in the .45-caliber National Trophy individual match.

In the expert class, Nathaniel E. Massie, RMC, USN, of NTC Bainbridge, Md., took fourth in the grand aggregate. Massie was first in the expert class center fire aggregate and eighth in the .22-caliber aggregate.

Also, an 11-man Reserve team won 26 awards at the matches. They were led by LCDR William A. Brobst, USNR, from the Naval and Marine Corps Reserve Training Center, Forest Park, Ill.

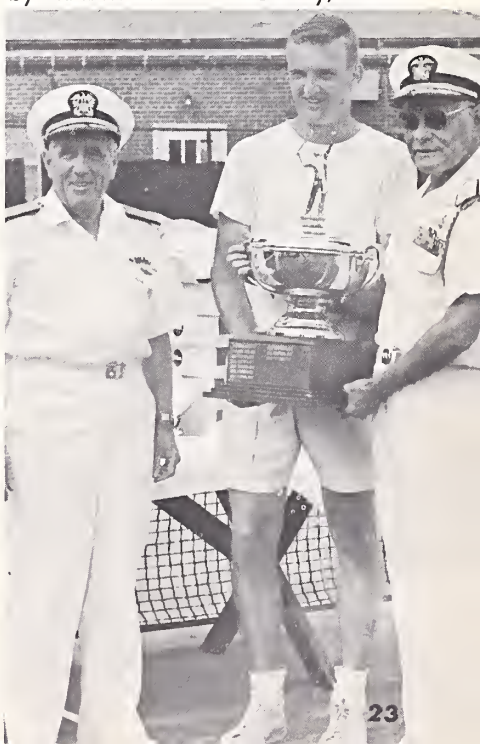
The midshipmen from the Naval Academy won 15 awards in the individual matches and finished second in the civilian sharpshooter class of the center fire team match. They also won medals for placing third in the National Trophy team match for ROTC and service academy teams.

The Navy's Atlantic Fleet team finished eighth in the National Trophy match, edging out the ninth-place All-Navy team.

The eight members of the Navy Pistol Team who went on to compete in the International Inter-Service Pistol Championships at Fort Benning, Ga., are:

- George F. Bowen, AQC, USN, Naval Air Technical Training Center, Memphis, Tenn.
- Guigno D. Carapelloti, AQCS, USN, Naval Station, Newport, R. I.
- Gaspar P. DeFino, TMC, USN, Naval Station, Key West, Fla.
- Joseph J. Galica, AMEC, USN, Naval Station, Key West, Fla.
- Donald L. Hamilton, ADR2, USN, NAS South Weymouth, Mass.
- James C. Nixon, TD2, USN, NAS Cecil Field, Fla.

NET GAIN — Atlantic Fleet rotating tennis trophy is presented to LTJG Don Swan, and VADM E. W. Grenfell by RADM W. M. Beakley, USN.





PEG THIS—Mike Dorfi, SN, participating in CISM Sea Week in Sweden, completes part of seamanship event.

• Charles E. Tryon, BMC, USN, Third Naval District Headquarters, New York, N. Y.

• J. J. Witherell, PR1, USN, NAS Whiting Field, Milton, Fla.

All-Navy Tennis

The following teams were entered in the All-Navy tennis championships at Bainbridge, Md.:

PACIFIC COAST:

Open—Howard Johnson, SA, USNR, NAVSTA, Long Beach; William Payne, LTJG, USNR, NAVPHIBASE, Coronado; Albert Leclair, CPL, USMC, and Arthur Tilton, PFC, USMC, Marine Corps Recruit Depot, San Diego.

Senior — Robert O'Maley, CDR, USN, and Theodore Drag, CDR, USN, 12ND.

Women — Leona Sanford, TD1, USN, 12ND; and Gladys Norris, SK1, USN, and Patricia Dreier, YN2, USN, NTC, San Diego.

WESTPAC:

Open—Carleton Hoffner, LT, USN, and Peter Jobs, ENS, USNR, Pearl Harbor; Lynn Leffler, LT, USN, Subic Bay; and John Moyer, ATN3, USN, Barber's Point.

Senior — Jesse Gay, CAPT, USN, CNO.

In the rifle competition, 47 Navy shooters competed, and won 73 awards. Charles R. Bover, AO1, USN, again won the Secretary of the Navy rifle trophy as the top Navy rifle shooter.

Daniel F. Morine, EOC, USN, of the Small Arms Training Unit, San Diego, Calif., won the Navy championship in the National Trophy Individual Rifle Match with a score of 248-20X. Six Navy riflemen made the "President's Hundred" in the President's Match. Dennis M. Hoyles, YN3, USN, the high Navy shooter in this event, won the Crescent Cup with a score of 148-08X.

Women—Sandra Campbell, AC3, USN, Barber's Point; and Mary Murray, SN, USN, Pearl Harbor.

ATLANTIC FLEET:

Open—Don Swan, LTJG, USN, and James Whitehead, JO3, USN, SUBLANT; Henry Cleare, LTJG, USN, PHIBLANT, and Larry Burke, CPL, USMC, Camp Lejeune.

Senior—Eldon Baumwart, CAPT, USMC, Cherry Point; and Art Farrington, CWO, USMC, FMFLANT.

NORTH ATLANTIC:

Open—Richard Raskind, LT, USN, USNH, St. Albans, N. Y.; Richard Schuette, LT, USN, and Michael L. McCarthy, SN, USN, Newport; and William Moore, LTJG, USN, COMTHREE.

Senior — Gordon Hodgson, CDR, USN, War College, Newport; and Richard Williams, CDR, USN, CINCUSNAVEUR.

Women—Betsy Wylie, LTJG, USN, Newport; Margaret Cozad, PN1, USN, NTC Great Lakes; and Naomi Ford, TD3, USN, COMONE.

SOUTH ATLANTIC:

Open—Richard Gaskill, LT, USN, NAS Jacksonville; Eldon Williams, LT, USN, and Michael Tierney, 1STLT USMC, NAS Pensacola; and Wayne Martin, ENS, USN, NAS Glynco.

Senior—Jack Candland, AQCM, USN, NAS Pensacola; Leon Wilson, ADCM, USN, NAS Jacksonville; and Calvin Karrh, JO1, USN, NAS New Orleans.

Women—Lena Hartshorne, ENS, USN, NAS Glynco; Jean Farrington, YNC, USN, New Orleans; and Leona Jones, PN1, USN, NTC Bainbridge.

At the end of single-elimination tournament play, the results were as follows:

Men's Open Singles: Raskind beat Gaskill 6-1, 6-4, 6-0 for the title.

Men's Open Doubles: Leclair and Johnson beat Gaskill and Tierney 6-4, 11-9 and 7-5 for the championship.

Men's Senior Singles: Wilson beat Candland 6-2 and 7-5 for the crown.

Men's Senior Doubles: Wilson and Candland over Hodgson and Williams 6-3 and 6-3.

Women's Open Singles: Farrington beat Wylie 6-3, 4-6 and 6-0.

For Inter-Service competition, the Navy men's open team was composed of Raskind, Schuette, Leclair and Johnson, with Wilson and Candland forming the senior representation.

CISM

Navy athletes continue to make fine showings in CISM events. Seaman Jay Hauk from Naval Air Reserve Training Unit, Alameda, Calif., played on the U. S. CISM volleyball team for the second year in a row. The U. S. team went undefeated in international military play at Frankfurt, Germany, to take the CISM crown this year.

And Navymen fared well at CISM Sea Week competition in Karlskrona, Sweden. Sea Week competition is staged in the naval pentathlon, rowing and sailing. The pentathlon consists of an obstacle course race, lifesaving, utility swimming, seamanship, and a 2500-meter amphibious cross country race.

Countries participating were Sweden, Norway, USA, The Netherlands, Greece, Turkey, Italy, Belgium, France and Denmark.

Sweden, placing four men in the top five, captured the naval pentathlon honors. The United States won individual sailing honors, and Italy won the rowing championship.

In the naval pentathlon the USA team placed third with 196.5 points. Sweden, which excelled in all five pentathlon events, was an easy winner with 82 points, and Norway placed second with 123. (A negative counting system is used with team having the lowest total rated as the winner.)

LTJG George Worthington, USN, from COMCRUDESFLOAT Seven, placed second in the utility swim contest.

Other USA finishers in the pentathlon were Seaman John Foley, USN, and Seaman Michael Dorfi, USN, of Underwater Demolition Team 11, who placed 14th and 17th.

LETTERS TO THE EDITOR

Barrier Duty, Anyone?

SIR: After reading your article "Early Warning Cruise Over Barrier Atlantic" in the July issue of ALL HANDS, I would like to know what my chances are of getting such duty.

I am now in the Pacific Fleet, have four and one-half years' service and three more years to go on this enlistment—J. D., RD2, USN.

• *A transfer to barrier duty, like duty anywhere else, depends upon a billet being available at the same time you are. In addition, you must transfer to the Atlantic Fleet.*

To be eligible for an inter-fleet transfer, you must:

• *Be in pay grade E-4 or be a designated striker in pay grade E-3 or above.*

• *Have two years of obligated service at the time you submit your request.*

• *Not be eligible for Seavey.*

• *Not be in a further assignment or transit status.*

• *Have a clear record for the previous 12 months.*

• *Have completed three years of continuous service in present fleet.*

(Change No. 8 to the Enlisted Transfer Manual, *now being distributed, reduces the former four-year service in present fleet requirement to three years. Requests are now being approved on a three-year basis.)*

You apparently qualify under the obligated service requirement. However, if you didn't, you could agree to extend your enlistment to meet this eligibility requirement.

If you meet these qualifications, submit a request for transfer to the Atlantic Fleet to the Chief of Naval Personnel (Attn: Pers B21) and indicate your choice of duty as "Early Warning Barrier Squadron."—ED.

Postal Clerks and Aliens

SIR: While reading the July issue of ALL HANDS, I came across two conflicting statements that I would like to have clarified.

The Bulletin Board on page 42, column two, stated that no foreign national may strike for the postal clerk rating. On page 48, column three, you list the postal clerk rating as one for which foreign nationals are eligible.

This leaves me very confused.—J. V. B., SN, USN.

• *Small wonder you were left confused, we goofed on an asterisk.*

Had the asterisk and its accompanying note been included on page 48, it would have explained that only foreign nationals who are also classified as "immigrant aliens" can change to the postal clerk rating.

Both articles defined an immigrant alien as being one who is residing in the United States under an immigration visa and who has filed intent to become a naturalized citizen within a year.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D.C.

Do Away With DKs? Never!

SIR: Is the Disbursing Clerk rating becoming obsolete? Since I have been in the Navy I have seen some smaller disbursing offices ashore consolidated to form larger, central disbursing offices. It seems that more and more disbursing work is being done by Civil Service workers.

Now I'm hearing rumors that the old pay record will possibly be replaced by an IBM card. Another rumor I have heard recently: 200 pay offices in the U. S. will be consolidated into 20 large central disbursing offices.

If this is all true—and I repeat, these are *only* rumors I have heard—but if it *is* true, how will all this affect my rating?—E. D. S. J., DK2, USN.

• *Rest easy. To the best of our knowledge the DK rating is not becoming obsolete. The changes in location and the consolidation of certain disbursing offices are for purposes of administrative expediency, and will in no way affect the continuation or need for the Disbursing Clerk rating.*—ED.



ON TARGET—While practicing difficult medium angle loft bomb delivery, LT Hank Lesesne, USN, of VA-176, scored three consecutive bull's-eyes.

Wearing Civilian Clothes

SIR: Will you please interpret in layman terms the portion of *Navy Uniform Regulations* that authorizes naval personnel to wear certain uniform articles as part of their civilian clothing?

Of particular interest is an area instruction for enlisted men which says, "No part of the uniform shall be worn as part of civilian dress." Specific reference is made to T shirts and dungarees as articles that should not be considered proper civilian attire.

The instruction does not, however, spell out exactly what is acceptable for chiefs and officers. The absence of this information has led many men to assume that a pair of wash khaki trousers, topped with a sport shirt, is sufficient to meet the requirement that naval personnel in civilian clothing should present a neat appearance.

I contend that such "civilian dress" would be acceptable for a civilian doing manual labor in a shipyard, but defintely not for officers and chiefs to wear casually during off-duty hours. Distinctive naval appearance, you know.—W. M., SMCS, USN.

• *"Navy Uniform Regs" (article 1144) states in exactly one sentence the general policy on wearing uniform items with civilian attire. "No part of the prescribed uniform or equipment shall be worn at the same time that civilian clothes are worn, except articles which do not present a distinctive naval appearance, such as raincoats, shoes, socks, gloves, linen and underwear."*

We don't go along with your argument that work khaki trousers, or dungarees, for that matter, present a distinctive naval appearance when worn with civilian shirts. There are occasions when this type of informal attire may be acceptable as casual wear. However, we agree that work khakis (and dungarees) are never appropriate for civilian "dress" wear. There's a difference, you know, between the terms "civilian dress" and "civilian attire."



ON SEE DUTY — Navy patrol boats with deep V-bottom hulls, adept at cruising in heavy seas, scout the waters of Guantanamo Bay, Cuba.

As for your area rules, keep in mind that various geographic areas, climates, styles and standards affect the wear of civilian attire throughout the United States. Therefore, it's not appropriate for specific regulations to be written at the Navy-wide level. As indicated in "Uniform Regs" (article 1140), area commanders and senior officers present have general cognizance over the type of civilian attire to be worn by off-duty Navymen.—ED.

More on Eight-Gun Destroyers

SIR: I would like to elaborate on the information you gave on eight-gun destroyers in the letters to the editor section of the May issue.

There were two classes of eight-gun destroyers—the *Porter* class of eight ships, commissioned in 1936 and '37 and the *Somers* class of 1937-39.

Both classes were the same size (381 feet) and were designed for a speed of 37 knots.

The *Porter* class was especially handsome, having two stacks and heavy tripod masts forward and aft.

Somers, on the other hand, had only one stack and pole masts. Both classes were broken deck ships and carried eight five-inch/38 caliber guns and two four-barrelled 1.1-inch guns.

The *Porters* had eight torpedo tubes; one bank between the stacks and one aft. The *Somers* had twelve tubes—one bank forward of the stack and two aft.

The 5-inch mounts had only medium elevation and were not suitable for anti-aircraft work. During the war, these ships were extensively modified, and most ended up as five-gun ships—number two mounts having been replaced by 40mm guns and number three mounts by a single 5-inch/38-caliber high angle gun.

Porter was torpedoed and sunk northeast of Guadalcanal and *Warrington* of the *Somers* class went down in an Atlantic hurricane in 1944. The others were scrapped after the war.—Paul C. Walker.

• *Thanks for your letter.*

As an added historical note it might interest our other readers (we're sure you're familiar with the details) to know that Congress did not authorize the construction of any new destroyers between the end of World War I and the early 1930s.

In 1933 and '34, however, some 70 new destroyers were authorized. As a result, nine new classes of destroyers—Farragut *(DD 348)*, Porter *(DD 356)*, Mahan *(DD 364)*, Somers *(DD 381)*, Craven *(DD 382)*, McCall *(DD 400)*, Sims *(DD 409)*, Benson *(DD 421)*, and Livermore *(DD 429)*—*made their appearance in the Fleet between 1934 and 1940.*

The years between 1940 and 1944 belonged largely to the Fletcher *class, with which WW II and subsequent Navymen are more familiar.*—ED.

Fire Controlman Rating

SIR: Can you tell me the date on which the enlisted rating of Fire Controlman was established in the U. S. Navy?—R. G. M.

• *The Fire Controlman rating (chief and first class) was established on 1 July 1921 under the authority of the "Bureau of Navigation Manual."*

Certain specialty sub-divisions were added in 1943 and the Fire Controlman rating was later included in the Fire Control Technician rating.—ED.

Ship's Bell and Morning Colors

SIR: Hope you can settle an argument concerning use of a ship's bell. I say it should be sounded at 0800 only if there is no music for colors and the only word passed is "attention on deck" and "carry on."—J. E. C., SM2, USN.

• *The ship's bell is sounded at 0800 whether or not music is played for colors. The sounding of the ship's bell has been traditionally used for marking time aboard Navy ships, and it is sounded each half hour from reveille until taps. The 0800 sounding of the ship's bell announces the time for morning colors. And, incidentally, it should be noted that "attention to colors" is the appropriate word to be passed at 0800—not "attention on deck."*

The execution of colors and the sounding of the bell have no connection—aside from the fact that they occur at the same time.

At 0800, the following procedure is standard: The bell is sounded; down comes the "PREP" pennant; bugler sounds "attention," or "attention to colors" is passed; guard presents arms; band (or phonograph) plays the national anthem, or bugler (or phonograph) plays "Morning Colors;" all hands face aft and come to attention. Those not in ranks render the hand salute. (Personnel in ranks do not salute—only the person in charge of the unit does.) The national ensign is hoisted smartly and the union jack is run up the jackstaff at the bow. At the end of the national anthem or "Morning Colors," whichever has been used, the bugler sounds "carry on" or the word to this effect is passed.—ED.

Sure, You Can Join Reserves

SIR: I read the very interesting article in the July issue of ALL HANDS concerning the Naval Research Reserve Program. I met some of the people in this program while I was an enlisted man attached to Carrier Air Groups Six and Eight on board USS *Intrepid* (CVA 11) and *Forrestal* (CVA 59). Although they impressed me, I never really understood their mission.

Now I know more about their mission and have become interested in the program myself.

I am a field service and operations engineer for an aeronautical company where I give technical assistance to operators of the company's engines. As the article in ALL HANDS pointed out, in the event of future mobilization, trained technical personnel would be needed and I would like to offer my experience and training to the Navy where it will be needed.

Where can I present my qualifications with a view toward getting into the Naval Research Program?—T. P.

• *Thanks for your kind words. We're*

delighted to know the article had such an inspiring effect.

For you and others who may be interested in getting into the program, the man to contact is the naval recruiting officer nearest you. He is responsible for recruiting men for the Naval Reserve as well as for the Regular Navy.—ED.

Use of USN or USNR

SIR: I have two questions regarding the use of USN and/or USNR.

When a person is in the U. S. Naval Reserve, is it correct for him to use the USN designation on official documents, or must the R be used? Which Navy manual or directive contains the official Navy policy?—E. R. F.

• *Reservists should use the USNR designation on all official documents, since most laws dealing with Reserve programs require that members be properly identified as such. No specific Navy manual or directive contains the official policy.*

The confusion seems to stem from the Korean conflict when the many Reservists then on active duty were advised to drop the R when signing correspondence. This was done to avoid misunderstanding on the part of the general public.

When the end of the conflict terminated the active duty of most Reservists, the necessity for dropping the R no longer existed and the practice died out.—ED.

Recruiting Duty

SIR: Over the past few months I have heard various unofficial reports that personnel in critical ratings are not being considered for assignment to recruiting or instructor billets on shore duty. To date I have been unable to confirm this officially. Can you provide an answer? —G. A. N., MMC, USN.

• *What you have heard is partially correct. The following ratings are not being ordered to recruiting duty: QM, RD, SO, GMM, FT, ET, AT, ADJ, AE, PN, AQ, and RM. However, all critical ratings—E-6 and up, plus a few E-5s —are being considered for assignment by the Instructor Section.*—ED.

Regs on Breast Insignia

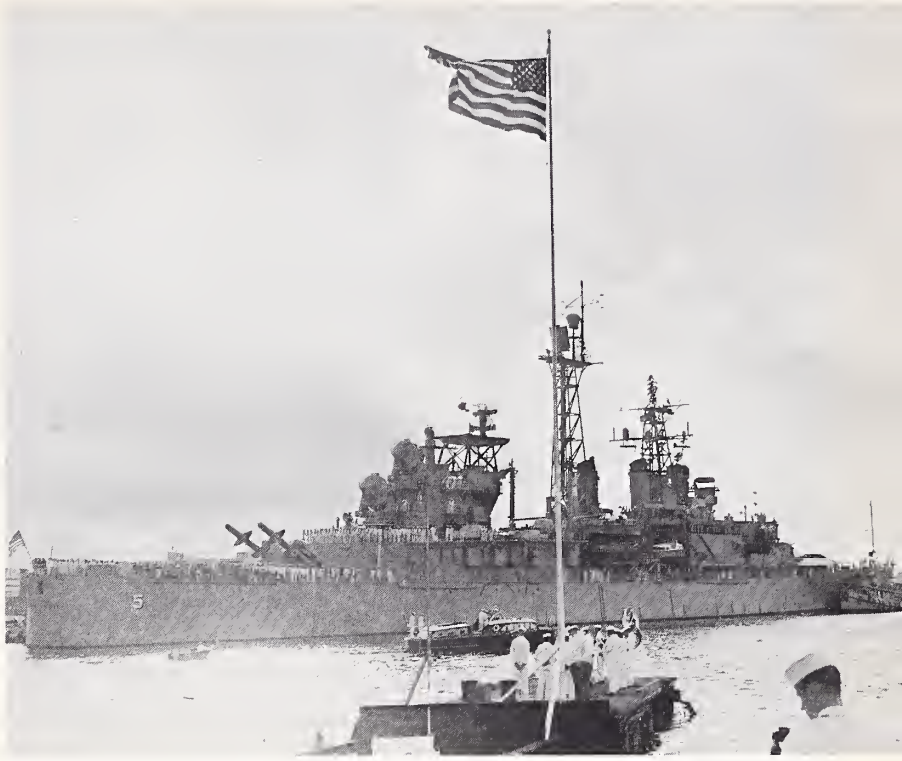
SIR: We have several officers in USS *Saratoga* (CVA 60) who are authorized to wear Naval Aviator, Submarine and Submarine Combat Patrol breast insignia.

Navy Uniform Regulations (paragraph 0157) indicates that the Submarine Combat Patrol insignia may be worn in addition to any other authorized submarine insignia. However, the same paragraph of *Navy Regs* appears to indicate that if both the aviation and submarine qualification insignia are worn at the same time, no other breast insignia (except the command-at-sea device) may be worn.

Can all three of these insignia be worn at one time?—P. B. L., ENS., USN.

• *No. Article 0157 of "Navy Uniform Regulations" authorizes both aviation and submarine insignia to be worn together, provided no more than one of each insignia is worn at the same time.*

Therefore, the paragraph allowing submariners to wear the Submarine Combat Patrol insignia in addition to any other authorized submarine insignia does not apply when aviation breast insignia are also worn.—ED.



TIME OUT—Pacific Fleet guided missile light cruiser *USS Oklahoma City* (CLG 5) takes time out from her duties at sea and drops anchor in port.

So, What's Regulation?

SIR: Ever since I have been in the Navy, I have wondered how the Navy defines the term *regulation haircut.*

The *Ships Organization Manual* says: "All persons are required to keep their hair neatly trimmed. The expression 'neatly trimmed' is considered to mean no longer than necessary for proper combing, with sides and back of head trimmed with close clippers."

What constitutes closely trimmed sides? All the way up the sides or close around the ears?

I would like a definition of properly combed hair.—J. G. T., RD3, USN.

• *Unless you have a fondness for some of the wilder haircut styles, you may have been getting regulation haircuts all your life.*

Article 1161.1 of "U. S. Navy Uniform Regulations" recommends that "Hair shall be worn neatly and closely trimmed. The hair may be clipped at the edges of the sides and back, but must be so trimmed as to present an evenly graduated appearance and shall not exceed three inches in length."

Although Navy regs don't define properly combed hair in so many words, you don't have much choice with three inches growing from your scalp—just keep it combed out of your eyes.—ED.

Franklin's Ordeal

SIR: I have been reading ALL HANDS for two years now and, with each issue, I have hoped to see an article on USS *Franklin* (CV 13).

My father served in this ship during World War II. It was bombed while about 50 miles off Japan during March 1945. My father was on board at the time and was one of about 700 men to return with her to the United States.—G. A. V., SN, USN.

• *We're sorry we made you wait so long, for USS Franklin is indeed a ship worthy of comment.*

Franklin *was a comparative latecomer to the war. However, in the brief period between June 1944, when she saw her first action, and March 1945, when she was disabled, she won four battle stars and logged action at places which are now legend.*

Perhaps her finest hour, when hundreds of her crew exhibited almost incredible perseverance and valor, was

the result of a lucky Japanese long shot before dawn on 19 Mar 1945.

As you mentioned in your letter, Franklin *was only 50 miles from the Japanese mainland—closer than any other U. S. carrier had been at that point in the war. She had launched a fighter sweep against Honshu and later a strike against shipping in Kobe Harbor.*

Suddenly, a lone enemy plane pierced the cloud cover and made a low-level run on the ship, dropping two semi-armor-piercing bombs.

One of the bombs struck the flight deck centerline, penetrating to the hangar deck. Fires were ignited through the second and third decks and the combat information center and air plot were knocked out.

The second bomb hit aft, tore through two decks and fanned fires which triggered ammunition, bombs and rockets.

Franklin *lay dead in the water, took a 13-degree starboard list and lost all radio communication.*

Many of her crew had been blown overboard or were driven off by the fire. In all, 724 men were killed and 265 were wounded.

The number of wounded and dead would have been even greater had it not been for the work of heroic members of her crew, from the commanding officer, CAPT Leslie E. Gehres, USN, a Navy Cross winner, on down the line. Medal of Honor winners LCDR Joseph T. O'Callahan and LTJG Donald Gary stand out as examples.

LCDR O'Callahan, the ship's chaplain, organized and directed fire-fighting and rescue parties and led men below to wet down magazines that threatened to explode.

LTJG Gary discovered 300 men trapped in a blackened mess compartment. He found an exit and returned repeatedly to lead groups to safety.

Although Franklin *was broiling in her own heat, 106 officers and 604 enlisted men volunteered to remain on board. They saved their ship through sheer valor and tenacity.*

USS Pittsburgh *(CA 72) towed* Franklin *until she could churn up a speed of 14 knots. She was cleaned up at Pearl Harbor and steamed under her own power to Brooklyn, N. Y.*

She was placed out of commission at Bayonne, N. J., in February 1947 and was reclassified AVT 8 on 15 May 1949. She is still in reserve.—ED.



FAMILY SIZE — Jack A. Williamson, AN, USN, from USS Bennington (CVS 20) displays king crab taken from the waters of Kodiak, Alaska.

WINNING FISH — Anglers from NAS Miramar display their catch, which won seven of nine awards in El Toro Invitational Albacore Tournament.



Norris and Bristol Stand By

SIR: While on duty with the U. S. Sixth Fleet in the Mediterranean this summer, USS *Norris* (DD 859) and USS *Bristol* (DD 857) received word they would stand by on station in the North Atlantic, awaiting the President's flight to Europe instead of returning home to Newport with other components of Destroyer Division 202.

The mission was important and, for *Bristol*, required topped off fuel tanks. There was one difficulty—no oiler was immediately available and time was of the essence.

Both ships were moored alongside each other at Syracuse, Sicily, and engineering personnel from both destroyers improvised a means to provide the short hull *Bristol* with 20,700 gallons of Navy standard oil from the long hull *Norris*.

A rather unusual but effective fueling rig consisting of three links of four-inch hose and a fuel oil P-500 pump was jury-rigged.

The transfer was completed within four hours and *Bristol* got underway sufficiently fueled to do the job.

*Norris*men were on their way to Newport, having been deployed since early February in the Red Sea and the Med.

After the President passed overhead, *Norris* made a slight detour. She steamed east toward Cobh, Ireland, and anchored the following morning in its beautiful harbor.

Many of the ship's officers and enlisted men got to tour the emerald countryside and found the Irish to be most genial hosts. By the time we departed for our station to the south, *Norris*men couldn't decide whether they or the President most enjoyed visiting Ireland.—Dan "J" Rienstra, Jr., CDR, USN.

• *Faith and begorra, we know what you mean. Congratulations to* Norris *and* Bristol *on becoming members in Ingenious Fueling Jury-Rig Club.*—ED.

Insurance Beneficiary

SIR: During the war I made my G. I. insurance payable to my mother and sister. I have since married and have two children.

My wife has told me I should change the beneficiary of record, but I believe the Veterans Administration will pay the money to my wife in case of my death, regardless of who is listed as the beneficiary. Is this true?—D. V. A.

• *No, it is not true. The Veterans Administration is required by law to pay the insurance proceeds to the beneficiary of record. In your case, it would go to your mother and sister as you originally intended. You should ask the VA insurance office to which you send your premiums to change the beneficiary as soon as possible.*—ED.

Liability for State Taxes

SIR: I enlisted in the Navy in 1942 in the state of Texas. Since then, I have reenlisted in various ports. The last was San Francisco, where I resided at the time.

When I was commissioned in 1957, the yeoman asked me where I last reenlisted. Upon being told, he entered San Francisco in my service jacket as my home of record.

I am now temporarily stationed in California. My records state my home of record is San Francisco. Am I liable for California income taxes although I was born in Texas and first enlisted there?

Legal officers have been unable to give me a clear-cut answer. I would appreciate any assistance you may be able to furnish.—B. W. C. LT, USN.

• *You don't say whether you have steadfastly maintained a domicile in Texas — by voting or exercising other rights granted by that state. It's possible that during the intervening years you may have lost Texas as a legal residence by gaining a domicile in some other state. That's the crux of the whole problem. This is not saying that you have lost your Texas domicile if you didn't vote there, but you could have lost it by voting in another state.*

It would seem that a review of the general picture of your rights (as to taxation) under the Soldiers' and Sailors' Civil Relief Act might help.

The Act exempts your service pay and personal property from taxation by a state (in which you may be stationed) other than your home or domiciliary state. It also provides that the payment of income tax may be deferred for up to six months after discharge if your ability to pay the tax is materially impaired because of your service.

To understand the language of the Act, it is necessary to know what is meant by the words domicile and residence.

The Relief Act reserves the sole right to tax your military pay and your personal property for your state of domicile *when you are absent on naval orders.*

The word residence *as it applies to the Act is confusing, because various state laws define the words residence or resident differently. The word usually means a factual place of abode at a particular time. Remember, however, where a word is specifically defined in a particular law, that definition is controlling.*

Now for the word domicile, *which is of considerable interest to you. Domicile may be defined in legal terms as "that place where a man has his true, fixed and permanent home and principal establishment—and to which, whenever he is absent therefrom, he has the intention of returning."*

There are three kinds of domicile (1) domicile of origin or birth (2) domicile by operation of law (3) domicile of choice. It is legally impossible not to have a domicile, or to get rid of one without gaining a new one, for you do not lose your old domicile until a new one is acquired.

A domicile of origin is the domicile automatically acquired by every child at birth and is identical with the domicile of his parents.

Like a domicile of origin, a domicile by operation of law exists independent of the subject's intention of actual residence. For example, a woman upon marriage generally loses her own domicile and, by operation of law, acquires that of her husband, regardless of her actual residence or intention. In some states she is permitted to maintain her own domicile.

A domicile of choice is the place which a person has voluntarily elected and chosen for himself to replace his previous domicile. To change your domicile, there must be a simultaneous concurrence of these elements: (1) actual residence (bodily presence) in the new locality; (2) an intention to remain there permanently or indefinitely; and (3) an intent to abandon old domicile.

Once these elements have occurred simultaneously *you have changed your domicile.*

Now all you have to do is to prove your intent—especially if the change of domicile gives you a tax advantage. In this event, your word may not satisfy taxing authorities. They may demand, and properly so, evidence of some overt acts on your part to indicate your intentions. To be brief, actions speak louder than words.

Some of the clearest indications are registering to vote and voting, licensing your motor vehicle and paying income and personal property taxes, if any. Be very careful not to register to vote or vote in any election in a state that is not your state of domicile, unless you intend to abandon your old domicile and establish that state as your new domicile.

After reading through this, your mind may boggle at the possibilities of coming out on top of the pile, taxwise. Before you rush to change your domicile, remember that domicile not only exerts its influence in determining your liability for income and personal property taxes but in other very important areas, too.

Here are a few situations in which you would find yourself affected by a change of domicile:

- *Liability for state inheritance taxes;*
- *Where your last will would be probated; and who may act as executor of your will and as testamentary guardian of your minor children;*
- *The right to vote;*
- *Bonuses for wartime service;*
- *The right to hold public office;*
- *The right to homestead, veterans claims or tax exemptions;*
- *Whether you or your children may attend a state college without paying higher fees required of out-of-state residents;*
- *Where you may obtain a divorce.*

In short, look before you leap. The over-all picture in a domicile change may not be to your advantage.

Although Federal law exempts your military pay from all state income taxes except those of your state of domicile, it does not exempt non-military income derived from sources within a state where you may be serving, em-



LOADING UP—Troops of the Pacific Fleet Marine Force double time to copters aboard *USS Valley Forge* (LPH 8) during amphibious exercises.

ployed, or temporarily residing.

If you are moonlighting, or deriving income from rents of real estate located outside your state of domicile, the law will probably provide that you must file a non-resident return in the state in which the non-military income is earned. In fact, you may also have to file a return on non-military income in your domiciliary state as well, but tax credits may reduce the over-all burden.

Your wife (assuming she's a civilian) is subject to the tax laws of the state in which she is actually present, and any income she earns there is taxable. She may also be liable to her home state on this same income, but tax credits may reduce this liability. You can get help from your legal assistance officer or income tax adviser on rules governing apportionment.

Any tax (Federal, state or local) may be deferred for a period extending not more than six months after separation from active service, without interest or penalty, if you can prove that your ability to pay is materially impaired by reason of your service. This, however, does not excuse you from filing a return, unless your home state law specifically exempts you from this duty.

So far as personal property taxes are concerned, your domiciliary state is the only state which has the right to impose such a tax. Each state has its own "tax day" on which you must be present, at least as a domiciliary, for tax purposes.

Real property (such as a house) is subject to taxes imposed by the place where it is located.

The act allows you to retain your home state registration on your motor vehicle as long as you have paid the license fee or excise required by your home state.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

- USS *Yancey* (AKA 93)—A 20th anniversary celebration is being planned for the fall of 1964. All who served on board during World War II, who are interested in attending, may write to William D. Clinite, M.D., 209 Woodward Circle, Tulare, Calif.
- USS *LST 278* — A reunion is being planned for February 1964. Details may be obtained from John Vatasin, 48 Guenther Place, Passaic, N. J.
- *Stagone Satfor* — Members of Special Task Air Group One, Special Air Task Force, who are interested in holding a reunion, are requested to write to James J. Hall, 205 Windsor Drive, Marietta, Ga.

Pigeons at Lakehurst

SIR: In September's Taffrail Talk there was a request for information on pigeons in the Navy. According to Taffrail, Mare Island had them but went out of the pigeon business in 1904. Lakehurst, however, had a loft as late as 1931.

During my tour of duty there, the old frame buildings were demolished to make room for modern barracks. In all probability the pigeon loft was also consigned to limbo at that time.

I remember seeing the pigeons released for exercise during my Lakehurst sojourn and hearing their keeper (or what-have-you) call them back with his own peculiar whistle.

I was only a very small cog in the mooring division then and can't say to what extent they were actually employed.

Radio being what it was at that time, I imagine homing pigeons were quite valuable. Their instinct would return them to the loft no matter where they were released.

They may have been used in dirigibles and blimps, but, pigeons there were.—Fred G. Abrams, DCWC, USN (Ret).

- *Lakehurst's pigeons were apparently pushed out by progress. Apparently this automation business is for the birds too.*

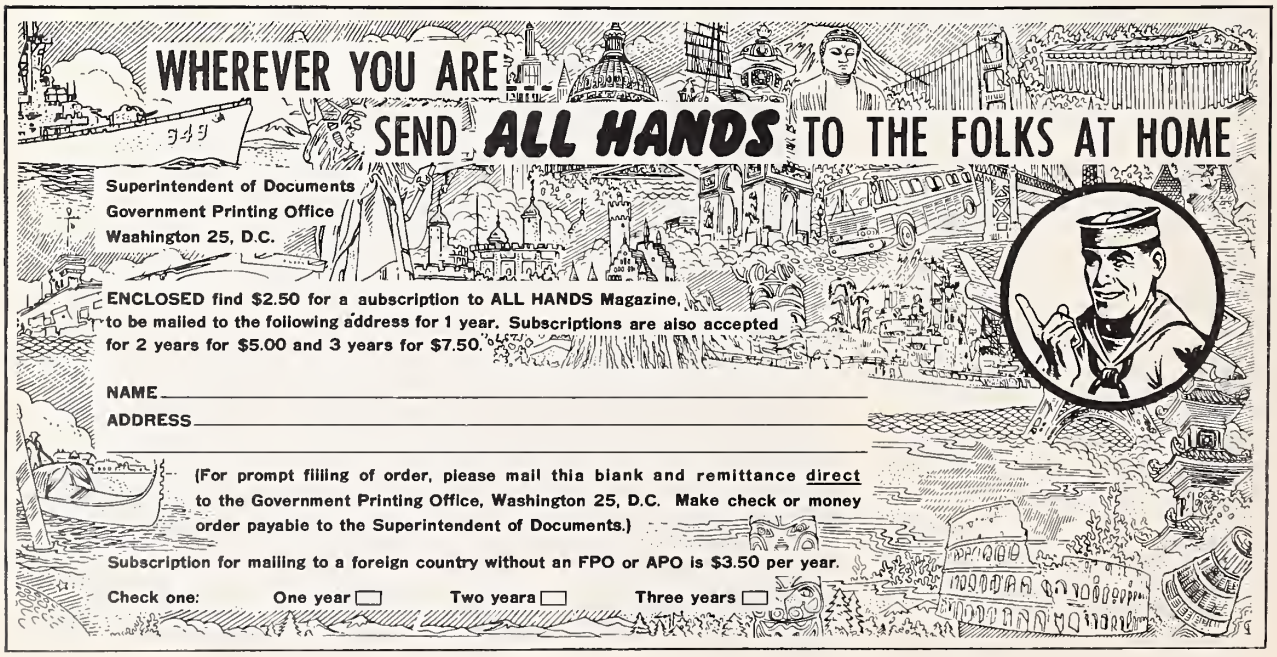
Thanks for the fine story.—ED.

Bridgecoat for CPOs

SIR: I am in need of an overcoat but selecting the proper type has become a problem. *U. S. Navy Uniform Regulations* mentions only one coat for CPOs, the bridgecoat.

Most uniform shops sell both the bridgecoat and the combination overcoat and raincoat but are uncertain which one is authorized for wear. A representative of the Naval Uniform Shop, Brooklyn, N. Y., informed me that the bridgecoat will soon be obsolete. Which type would it be safe to buy?—P. A. P., AMHC, USN.

- *The bridgecoat is a safe investment. There is no change contemplated in the requirement of the overcoat/bridgecoat for CPOs, as stated in article 0610 of "Uniform Regs." You are also authorized to wear the raincoat if you wish (article 0612), but it is an optional article for CPOs.*—ED.



The Rise-Tilt-and-Go Aircraft

A NEW FAMILY of flying machines that combine the agility of helicopters with the speed of fixed-wing fighter planes is being developed under a concentrated, joint-service probe into the concept of Vertical/Short Takeoff and Landing (V/STOL).

Under the program, the Navy has pooled its V/STOL knowledge with that of the Army and Air Force. The goal is one or more ready-for-service V/STOL types that can be launched and landed in helicopter fashion, and fly forward like standard fixed-wing aircraft.

To date, results of the three-year-old joint service effort are encouraging. This month, tests will be made with the all-aluminum X-19—one of three V/STOL designs under study.

Rolled out for ground inspection at Caldwell, N. J., in July 1963, the X-19 looked like a small elongated transport.

The unusual aircraft has four tiltable props and two engines. Two of the broad-blade propellers are mounted at the ends of a small wing in front of the sausage-shaped fuselage, and two are on a wing aft. During takeoff and landing, the props are vertical, like four helicopter rotor blades.

Once airborne, the X-19 pilot could hover his plane like a helicopter, or obtain forward motion by operating a "tilt" control. The props tilt forward to any selected position, depending on the speed (top speed of the craft will be in the 460 mph range) and rate of climb the pilot desires.

While cruising, the props are in the same forward position as those of a conventional aircraft. Control during cruising is standard—wing ailerons, elevators and tail rudder are stock X-19 components.

Power for the plane is generated by two turbo-prop T-55 engines, each of which produces 2250 horsepower. The engines are located in the rear of the fuselage and are linked to the props by shafts. If one engine should fail, the other would take over and drive all four props.

TWO X-19s are being built under the development and testing program, with a view toward producing a utility cargo plane for close support military operations. The X-19 could conceivably carry 1200 pounds of cargo or six passengers.

The other new V/STOL designs under study have been designated X-22A and XC-142A—operating models of which will be ready for testing in approximately 12 to 18 months.

The X-22A is based on the dual tandem ducted propeller idea; two of the four props are on wing stubs forward and two on the aft wing tips. Each prop unit will consist of propeller, gear box and duct assembly, and will serve as both thrust unit and wing lift surface. Ducting of the props also provides better performance during vertical takeoff, and reduces hazards in close quarters (such as aboard an aircraft carrier). Gradual change from vertical to horizontal flight will be controlled by the angular rotation of the ducted prop units.

The X-22A is powered by four T-58 engines mounted in the aft wing roots.

Designed for 350 mph speeds, the X-22A will carry a 1200-pound payload or six passengers. Two operating models are planned for study, with construction underway at Buffalo, N. Y., on this V/STOL design.

THE THIRD and largest of the new V/STOL designs is the XC-142A. This also has four propellers, but all are on one tiltable wing. The plane will be similar in appearance to a tail-ramp-loading transport, except that the entire wing and engines can be rotated as much as 100 degrees for vertical takeoff and landing. Five XC-142As are planned for the joint service program of development and testing.

Each of the three aircraft under study is based on a different approach to the basic (V/STOL) concept. The program got underway with the idea that the Army, Navy and Air Force, working together, should be able to come up with V/STOL types worthy of operational evaluation.

Though the specific aircraft mission requirements of the individual services may not be identical, V/STOL operational problems are similar. One type of test and evaluation vehicle, it is believed, should provide the answers to many mutually confounding V/STOL problems.

The three services share equally in funding, support and evaluation of the three experimental V/STOL designs.

Navy management control, for the most part, is centered in development of the X-22A.

Interest in the V/STOL concept began in the early 1950's, when the military recognized a need for high performance aircraft that could operate to and from normally inaccessible areas. Speed restrictions of the helicopter have limited its usefulness in certain combat situations, and fixed-wing aircraft require runwavs—which take time to build.

Needed was an aircraft fast enough to speed in and out of combat and, in the same package, have the ability to take off and land in helicopter fashion, particularly in troubled, remote areas of the world.

IN EARLY V/STOL development years, the Navy and the other services started individual test programs of various configurations to investigate the possibilities of an aircraft that could take off and land like a helicopter and, once airborne, fly like a fighter.

Test vehicles produced during the past 10 years, such as the Navy's K-16, which combined a deflected slipstream with a tilting wing, were not suitable for evaluating mission capabilities, but did prove that V/STOL aircraft are aerodynamically feasible.

The operational problems which may be encountered with V/STOL types still remain speculative, and this is recognized by the tri-service V/STOL study group. Concentration is on the development of experimental V/STOL types that can be used for exploring such technical problems as effects of high down wash velocities, complexity of control, maintenance requirements and capability to operate under various conditions.

Questions like these must be answered before the individual services can make realistic plans for advanced types of V/STOLs to perform specific types of missions.

—Dan Kasperick, JO1, USN.

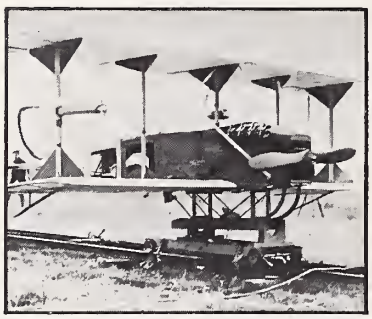


NAVY'S OFFB

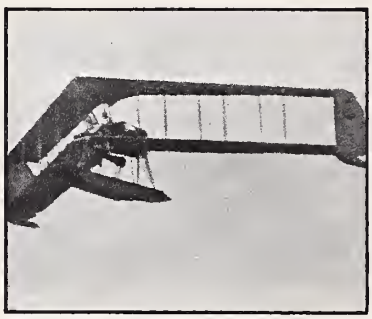
Experimental



GETTING OFF the graund wos an eorly prablem. In ane attempt, LT Ellysan set plane an wires, then slid downhill.



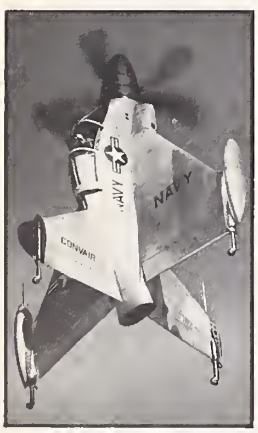
AERIAL tarpedo, farerunner af guided missile, used device similar ta railraad track ta serve as the missile's launcher.



STRANGE aircroft, such as this swept-wing Burgess-Dunne hydroplane, were tried by the U.S.Novy in the early days.



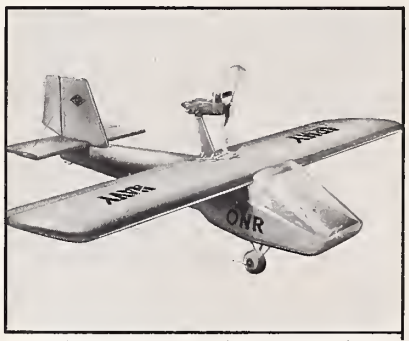
LATE TWENTIES s
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THE POGO cauld take aff, land vertically, reach high speed in harizantal flight.



FLYING plotform caused quite a stir in naval circles in 1955; wos steered by shifting weight af the Navy pilot.

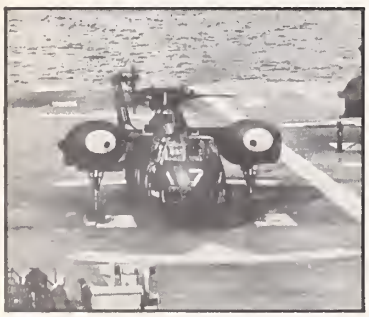


ALL-RUBBER plone cauld be infloted when needed, was built af rubberized fobric, featured clased cackpit, ane-piece wing.



EXPERIMENTAL Skycrane, lawer, streom, tow, and ret

Prepored by A



WRY SENSE af humar gives H–37 helicapters goggle-eyes, but they still are bosic part of Navy amphibious team.



BIG DOME af this carrier-based early warning plane praved to be na handi cap ta its all- weather flying qualities.



ROUGH WATER aperatians received attention af experimenters wha tried ta salve prablem by use af hydrafoils.



AT AIRCRAFT
Operational



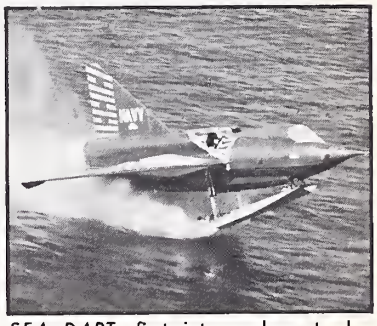
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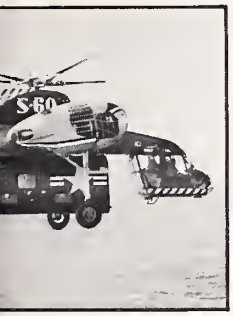
FORERUNNER of the present-day helicopter, the autogyro, was delivered to the Navy at Anacostia NAS in 1931.



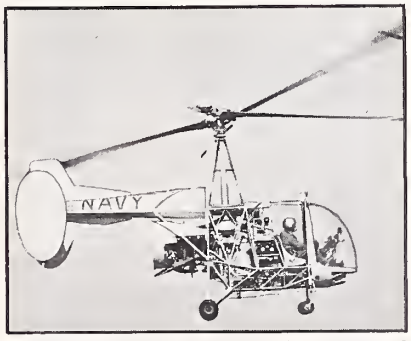
FIRST twin-engine helicopter, XHJD–1 was purchased by the Navy to obtain data applicable to rotary wing craft.



SEA DART, first jet seaplane to be built, was equipped with twin hydro skis, topped speed of sound in 1954.



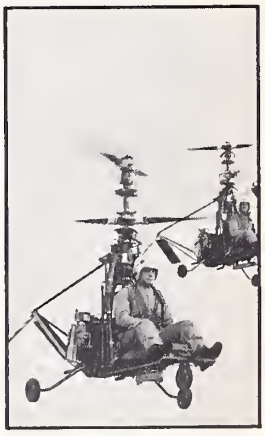
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Magazine



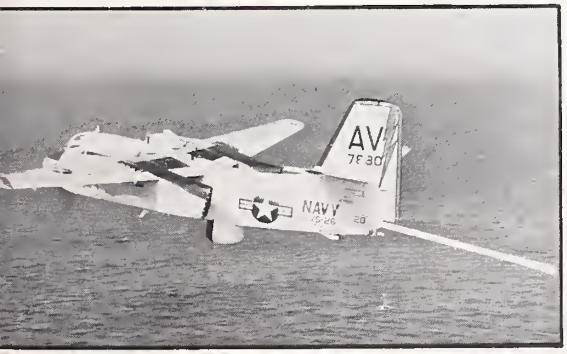
REMOTE control helicopters, forerunners of the present-day *Dash*, could take off, land, hover, travel backward, sideward, forward.



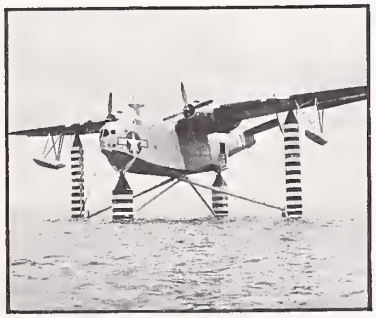
DEADLY to mosquitoes, this Navy helicopter battled insects with crop dusting equipment in one experiment.



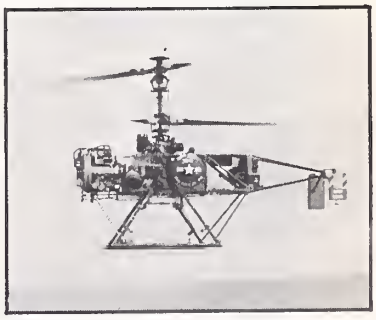
ONE-MAN copters could reach speed of 70 mph; planned for various missions.



STINGER and radome of this S2 *Tracker* enable plane to search for and track enemy submarines. S2 is carrier-based,



STILTS on PBM–5 were to make seaplane a more stable working platform for antisubmarine warfare operations.



DASH is pilotless, remote controlled helicopter; gives bite to DDs with its two torpedoes; copter is operational.



EQUIPMENT and supplies are off-loaded from *USS Wood County* (LST 1178) during amphibious exercises. In foreground is an LVTP rigged with crane.

New Submarine ID Light

Submarines have at times been mistaken for small yachts or fishing boats while cruising on the surface at night. As a result, they are now being fitted with a new identification light for added safety.

The new light is an amber rotating beacon that flashes 90 times a minute. It can be seen for more than three miles in any direction.

The beacon is designed to warn larger ships encountering submarines on the surface at night that their contact is indeed a sub—not a yacht or fishing boat, which may have the same, close quarter running light identification. (The low profile and narrow sail of a submarine permit only a small separation between the standard red and green running lights, and limit the height of the white masthead light. As a result, surfaced subs have often been mistaken for yachts and fishing boats—and have occasionally been crowded dangerously close to the edges of channels.)

The sub ID light is fitted approximately six feet above the regular masthead light. It does not affect standard rules of the road. The light will be displayed only when, in the opinion of submarine commanding officers, the traffic in any given seaway warrants its use.

YESTERDAY'S NAVY



On 1 Nov 1941 the U. S. Coast Guard was placed under the jurisdiction of the Navy Department for the duration of the national emergency. On 1 Nov 1943 amphibious forces under RADM T. S. Wilkinson landed at Cape Torokina, Bougainville, Solomon Islands. On 2 Nov 1943 the Battle of Empress Augusta Bay was fought during darkness. On 5 Nov 1944 aircraft from the Fast Carrier Task Force began a two-day attack against Japanese shipping and air installations on Luzon, P. I. On 13 Nov 1943 carrier aircraft began a two-day bombing of the Gilberts and Marshalls.

Bullpup's Big Brother

Navy missile testers at Point Mugu, Calif., have put their stamp of approval on a bigger, more versatile *Bullpup* air-to-surface guided missile.

Evaluation tests of the *Bullpup B*, big brother of the already operational *Bullpup* A, show the new missile is good enough for full-scale production.

Bullpup B is larger, has greater range, and packs a more powerful wallop than its smaller counterpart. When fully operational, it will give Navy aircraft the capability of engaging a greater variety of land and sea targets.

Bullpup B is not scheduled to replace the original *Bullpup*, which has been used on Navy fighter planes for more than four years. Both missiles have assigned missions in the growing family of selective air-to-surface weapons.

To power the new missile towards its target in supersonic flight, *Bullpup B* is fitted with a scaled-up version of the pre-packaged liquid motor developed for its little brother. Both *A* and *B* have the same type of guidance and control equipment.

Navy planes scheduled to carry the new missile are the A4 *Skyhawk* and A6 *Intruder*.

Pillar Point Tracks Missiles

The Navy's Pillar Point satellite instrumentation site began its second year of tracking missiles launched over the Pacific Missile Range from Point Arguello, Calif.

The site is located on the shore of Half Moon Bay to complete a triangle of radar instrumentation not only with Point Arguello but with San Nicolas Island as well. Instruments located at Pillar Point can track missiles from the side as they travel down range, rather than from the rear.

During its first year, Pillar Point radar tracked 21 missile operations, 13 of which were the fast-moving solid-fueled *Minuteman* missiles. The station's equipment includes FPS-16 long-range radar, telemetry

receiving equipment, an AGAVE antenna (to vector the radar toward a missile moments after liftoff), a timing center, a data transmission system and a communications system.

A mobile command destruct transmitter is also located at Pillar Point which can destroy an errant missile with a 10,000 watt signal.

VR-24 Bids Adieu To Kenitra

Fleet Tactical Support Squadron 24 (VR-24) began phasing down its operations from the Kenitra, Morocco, base in July and was scheduled to stop operations completely this fall.

Its job in Kenitra was one of logistic support. During its presence there, it logged about 284,000 flight miles in one month. Its crews have been known to unload 19,000 pounds of cargo in 47 minutes and land their planes safely in 85-knot winds.

During its 17 years of operation, VR-24 has not suffered one fatal accident. In FY 1962, the squadron won the COMNAVAIRLANT and the CNO safety awards.

People as far away from Morocco as India have had reason to be thankful for the squadron's presence in North Africa. In the fall of 1955, VR-24 flew round trips of 10,000 miles to carry blankets and medical supplies to victims of that year's severe floods in India

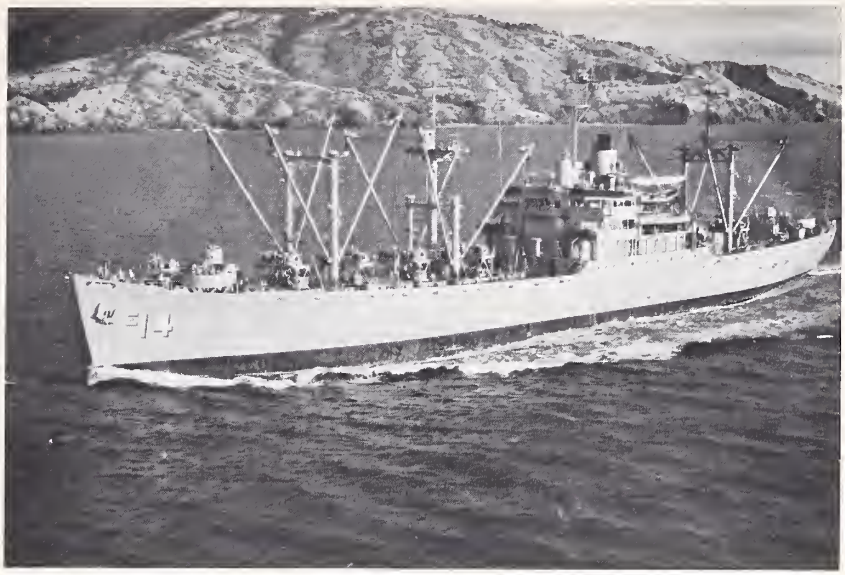
In the spring of 1956, three R5D *Skymasters* from VR-24 carried supplies to Turkey where earthquakes demolished buildings and caused tremendous suffering in the area of Eskisehir.

The spring of 1956 brought a disastrous flood to Lebanon in which 2000 were made homeless and more than 100 died. The squadron's planes flew in whole milk and food.

In February 1960, disaster struck closer to home base in the Moroccan city of Agadir when an earthquake reduced the city to rubble in a matter of seconds.

Squadron planes brought in rescue teams, medical supplies, provisions and other emergency supplies for the people of the stricken city.

Although the squadron base in Kenitra will be closed, the VR-24 detachment in Naples, Italy, is not affected and will continue to operate from Capodachino airport.



PACIFIC CROSSING — After a tour with the Seventh Fleet in western Pacific, *USS Firedrake* (AE 14) is underway for California home port.

Gitmo's Divers

The work of Navy divers at Guantanamo Bay, Cuba, is as diversified as a Navy job can be.

As the ships which are undergoing training return to base late in the evening, calls for the diving gang start to come in. Divers work at night inspecting hulls, sea intakes and screws, checking for possible damage which might have occurred during the day's vigorous training exercises. If damage is discovered, the divers shift from the lightweight Scuba gear to the 180-pound hardhat diving suit, lower underwater burning and welding equipment, and go to work.

One ship undergoing training was recently involved in a collision. The divers' work of inspecting the ship's bottom eliminated the necessity for a time-consuming drydock period.

Gitmo's divers are on call for salvage and repair for the entire Caribbean area.

In addition to the work on ships, there are many jobs required by base commands. Early this year the diving gang spent three weeks inspecting and repairing a large underwater electric cable which had been cut by a ship's anchor. After the breaks were located, the cable had to be raised to the surface for repair in dry surroundings.

Navy divers, as can be seen by the foregoing, are a dedicated—and busy—group.

David, Davidson, Brumby & Sample—In Fine Company

The Navy has named four new destroyer escort ships, presently under construction. *Brumby* (DE 1044) and *Davidson* (DE 1045) are being built on the Atlantic coast while *A. L. David* (DE 1050) and *W. D. Sample* (DE 1048) are being constructed on the west coast.

David was named for a lieutenant who led a boarding party in the capture of a German submarine during World War II and was awarded the Congressional Medal of Honor.

All three of the other destroyer escorts are named for admirals, though *Brumby* was named after Lieutenant Thomas Brumby as well as his nephew, Admiral Frank H. Brumby.

Rear Admiral Sample and Vice Admiral Davidson were both winners of the Legion of Merit. Admiral Sample earned the LOM four times, Davidson was awarded it twice.

Gridley Joins Fleet

The Navy's new guided missile frigate, USS *Gridley* (DLG 21), joined the Pacific Fleet recently following her commissioning in Bremerton, Wash. She is the first ship of her type to be built on the West Coast.

Named for Captain Charles Vernon Gridley, USN, she is the third vessel to bear the name. The first *Gridley* was a torpedo boat destroyer built in 1918 and the second was a destroyer built in 1935.

Gridley will join Cruiser-Destroyer Flotilla Three, and she will be homeported in Long Beach, Calif.



THE FIRST production models of P3A *Orion*, equipped with latest devices for detecting submarines, are scheduled to fly early next year.

Orion Is Replacing *Neptune* in Patrol Squadrons

THE FACE of the Navy's ASW aircraft fleet is changing. The familiar P-2 *Neptune* patrol planes that have been used for ASW flights since 1945 are giving way to a husky, airline-sized prop-jet jammed with equipment for detecting, locating, and destroying submarines.

Known as the P-3 *Orion*, the new plane is gradually replacing the *Neptune* in patrol squadrons on both coasts of the United States.

The *Orion's* cruising speed is 350-plus knots. She has a 99-foot wingspan, is approximately 117 feet in length, and has a tall, 34-foot tail.

For armament the plane carries depth charges, torpedoes, wing-mounted rockets, bombs, and unidentified special weapons.

Normal complement of the big plane is 12 men, including a tactical coordinator who monitors search and attack phases of a mission under the pilot's direction. Much of the plane's search and detect equipment is linked with automatic and semi-automatic electronic brains.

Orion crews like their new plane. Air conditioning, pressurization, and the quiet, vibration-free operation characteristic of prop-jets all contribute to their comfort.

Other details of the plane encourage efficiency. One is stand-up, walk-around space that was missing from most other ASW aircraft. Polarized lighting can be controlled at different levels, reducing eye strain.

Fifteen feet of the aft cabin is a combination galley and rest station. The galley contains electric fry pans, coffee maker, soup warmers, oven and refrigerator. Comfortable bunks, shelf space, a table, and storage space are all available.

Since last year, *Orions* have been delivered in squadron strength to ASW units, replacing the *Neptunes* for traditional antisub missions. For the most part, the *Orion* job involves:

- Coastal surveillance—Patrolling at low altitudes for long periods—often on only two engines. (During extended reconnaissance flights, pilots of the four-engined *Orion* often shut down the outboard engines, feather the props, and cruise at fuel-saving speeds of 170 knots.)
- Offshore patrol—Convoy escort and general surveillance at higher altitudes where radar, electronic countermeasure gear, and communications ranges are extended.
- Barrier—Guarding invisible electronic barrier fences as a mobile, fast detection station that can revisit sectors at proper intervals.

The *Orion* demonstrated her quick reaction mobility recently by flying non-stop from Van Nuys, Calif., to Paris, France, in 14 hours and 17 minutes—a new record for prop-driven aircraft between Los Angeles and Paris. Average speed during the flight was 379 knots. The *Orion* used was a standard production model—no extra fuel tanks had been added for the intercontinental hop.

The same flexibility that permits the *Orion* to perform a variety of ASW missions makes her easily adaptable for other work.

With little modification she could:

- Act as a command and control vehicle, with long range and endurance, with complete communications equipment for the use of military commanders.
- Conduct weather reconnaissance, because of her extensive communications and electronics installations, her speed and her endurance.

Meanwhile, the *Orion* is working hard at the lonely, patience-trying business of aerial submarine hunting.

Saltwater Radio Developed

A compact transmitter which requires no maintenance and operates on a sea water battery, has been developed by the Naval Research Laboratory.

The device is designed to send distress signals from submarines, small boats and aircraft ditched at sea. When it is immersed in sea water, its battery is activated for transmission on the international distress frequency of 500 kilocycles.

The radio can also be used on other frequencies for short-range navigational buoys or remote control oceanographic instrumentation.

Independence Gets the Works

The attack aircraft carrier USS *Independence* (CVA 62) is back on duty with the Atlantic Fleet after a six-month overhaul period in Norfolk, Va. Major work on the carrier included installation of the SPN-10 automatic landing system.

SPN-10 equipment provides three methods of operation. The first is fully automatic and requires only that the pilot fly the aircraft within certain limits aft of the ship, at which point the SPN-10 takes over. The second method involves the pilot's use of a special instrument landing system in the cockpit which is transmitted by the radar equipment.

The third method is a talk down system which enables the equipment operator to talk down the aircraft through the use of a visual display on a radarscope similar to GCA (ground-controlled approach).

Engineering equipment, the four catapults and the arresting gear also were among the systems overhauled.

DEG, DLG Under Construction

The Navy has assigned names to two guided missile ships now under construction. DEG 3 will be named *Schofield,* and the guided missile frigate DLG 33 will be named *Fox.*

Schofield is being named in honor of the late Rear Admiral F. H. Schofield, USN, an 1890 graduate of the Naval Academy. During World War I Admiral Schofield served as a member of the Advisory Staff in Paris during the preparation of the naval terms for peace with Germany.

The ship is the third in a class of escort ships designed for antisubmarine operations. She will be fitted with a *Tartar* guided missile installation, one five-inch/38-caliber gun, antisubmarine torpedoes, antisubmarine rockets *(Asroc),* and a drone antisubmarine helicopter *(Dash).* She is 415 feet long, with a beam of 44 feet and a full load displacement of 3400 tons. *Schofield,* under construction at Seattle, Wash., is scheduled to be launched in December this year.

Fox is the third U. S. ship to bear the name of Gustavus Vasa Fox, who was appointed by President Lincoln as the first Assistant Secretary of the Navy. Fox nominated Admiral Farragut as Commander of the New Orleans expedition during the Civil War, and was an early advocate of the *Monitor.*

Fox will displace 7000 tons, is 533 feet long, and has a beam of 53 and a half feet. She is equipped with dual *Terrier* missile launchers forward and aft. Her anti-aircraft arsenal also includes two three-inch/50-caliber guns. *Fox,* under construction at San Pedro, Calif., is scheduled for launching in June '64.

Navy Housing Goes to the Races

The U. S. Navy Housing Activity, Yokohama, claims to be the only Navy Housing Activity in existence that has its headquarters in a former racetrack grandstand.

Furthermore, it has:

- A tri-service population of 7000.
- A downtown chapel center.
- A nine-hole golf course, a bowling alley, a swimming pool, tennis courts, and a Japanese hot bath massage parlor.
- A veterinarian, an animal clinic, and a quarantine station.
- A bakery that produces almost four million loaves of bread per year, plus rolls and pastries.

Four years ago pioneers in the project bravely set up shop in the racetrack; requested funds; renamed the streets after naval heroes; patched leaky pipes, roofs and marble-lined bathtubs; set up clinics for dependents; and hung out their shingle.

The economics of the project were interesting. The quarters were built in 1947 (for a five-year life span) with a wish, a prayer and post-war materials, by workmen who had never seen an American-style house.

Twelve years later the ceilings sagged, the pipes and roofs leaked, the valves dripped, the locks stuck, and the windows were "weather-stripped" only until bad weather arrived. The wooden screens helped hold window frames to the sagging structures, while rust streaked the paint where it hadn't peeled off the cracked plaster. The framing was suffering from dry rot.

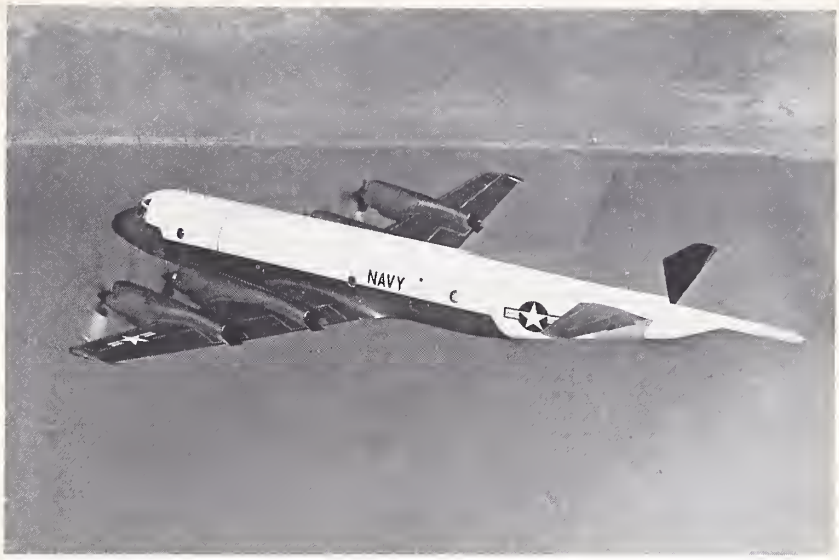
After the first six months of operation, however, quarters began to show a slight improvement. Under this facade there was considerable comfort left in the quarters, which had the potential of a model community.

Today, Yokohama Housing Activity offers some of the best recreation facilities and community services in the Navy for service people far from home.

There is still much heavy work to be done, but a big dent has been made in that part of the backlog that affects the Activity's housing. Tenants have been good sports under the pressure of restoration work going on among them, around them, and right in their homes.

Because so much work has consisted of major restoration, the vacancy rate has been high; the quarters could not be assigned "as is." Today, however, Housing authorizes units as soon as they are vacated, and families waiting for housing promptly move into them as "transient quarters." They are able to keep their standing on the waiting list for permanent assignment, but have a livable place to stay while waiting. Much has been accomplished, but much remains to be done.

Concurrent travel is still permitted, even though the Housing Activity usually gets blamed for the sometimes long wait for housing at the Yokohama end.



RECORD SETTER—Navy's husky P-3 *Orion* set a new speed record for prop-driven aircraft in nonstop flight from California to Paris.

Holland Commissioned

The second submarine tender to be built specifically to service *Polaris* submarines, USS *Holland* (AS 32), has been commissioned in Charleston, S. C.

Holland will be capable of making any submarine repairs short of major overhaul, including the servicing and maintenance of the nuclear power plants in *Polaris*-firing submarines.

The ninth submarine tender in commission, the ship will carry a complement of 950 and displace 19,000 tons when fully loaded.



SIGHTSEEING — Destroyermen from *USS John R. Pierce* (DD 753) admire the architecture of the East. Behind them is Buddhist temple in Ceylon.

Tac-Nav Joins CIC

Grease pencils used in combat information centers have been given another push on their way to oblivion. Sophisticated electronic equipment known as the tactical-navigational display system promises to be the replacement.

Called Tac-Nav for short, this equipment has been installed on four U. S. carriers. The first Tac-Nav was installed on USS *Randolph* (CVS 15), and more advanced systems have been installed on three other carriers, *Essex* (CSV 9), *Kearsarge* (CVS 33) and *Bennington* (CVS 20).

Instead of manual plotting by sailors with grease pencils, Tac-Nav features a screen and projector assembly which supply information needed by commanders to direct ships and task forces in combat at sea. Included in the projected information are the direction and speed at which the ship is traveling as well as similar information on all other ships and aircraft picked up by radar and sonar. The ship with Tac-Nav may be shown in the center of the display or anywhere else on the screen. Other ships and aircraft are depicted in accurate relationships, with all tracks continually changing with the situation.

The showing of this information is accomplished by 10 slide projectors, six of which are equipped with miniature plotting systems. The projectors are controlled by two cabinets of electronic equipment which make up, in effect, a speedy analog computer.

The computer and projectors are controlled from an evaluator's console where information from radar and sonar is integrated with data on the ship's geographic location and weapons systems.

Worden Commissioned

The Navy's newest guided missile frigate, USS *Worden* (DLG 18), is scheduled to join the Pacific Fleet this fall. The 533-foot frigate, built in Bath, Me., carries a complement of 352 enlisted men and 23 officers.

Worden is the fourth Navy ship to be named after Rear Admiral John L. Worden, USN, who served as the first commanding officer of the ironclad *Monitor*.

Underseas Weather Forecast

Oceanographers have found that electronic brains can speed up the analysis of ever-changing sea conditions. As a result, the Navy is sponsoring the development of computers designed to forecast sea temperatures, sound velocity and currents almost in the manner that weather is forecast.

Basically, here's how the computers will work: Oceanographic conditions already known, and oceanographic theories, will be programmed on a computer. Known conditions in any particular ocean zone will be fed into the computer, and the sea/area peculiarities undergo automatic analysis—and a forecast is made.

With this system, oceanographers could derive information of great strategic value to the Navy. Knowledge of short term variations in undersea conditions, for example, is essential in the accurate detection and tracking of submarines. Conversely, friendly subs could use such knowledge to avoid enemy sonar.

MCB-4 at Newfy Regatta

Joining with boat crews from Newfoundland towns surrounding the Naval Station at Argentia, Mobile Construction Battalion Four's shell racing team competed in the First Annual Placentia Inter-Town Regatta. It was a day-long festival.

In the morning, local marching units, including the MCB-4 drill team, paraded from Placentia to the regatta site. The drill team performed during the opening ceremonies, which were attended by local dignitaries and over 1000 spectators.

During the races, the choppy mile and a quarter course was a challenge to the competing crews, who raced all afternoon and into the evening. The Four team won second place in its race, and received silver trophies at a presentation ceremony and street dance held that evening in Placentia.

Several of MCB-4's current projects, including construction work on a dam and spillway to raise the level of the area's water supply, have brought the Seabees in close contact with the Newfoundlanders.

Seabees are also doing volunteer work at the Boy Scout camp in Placentia, and the drill team is a regular performer at local events.

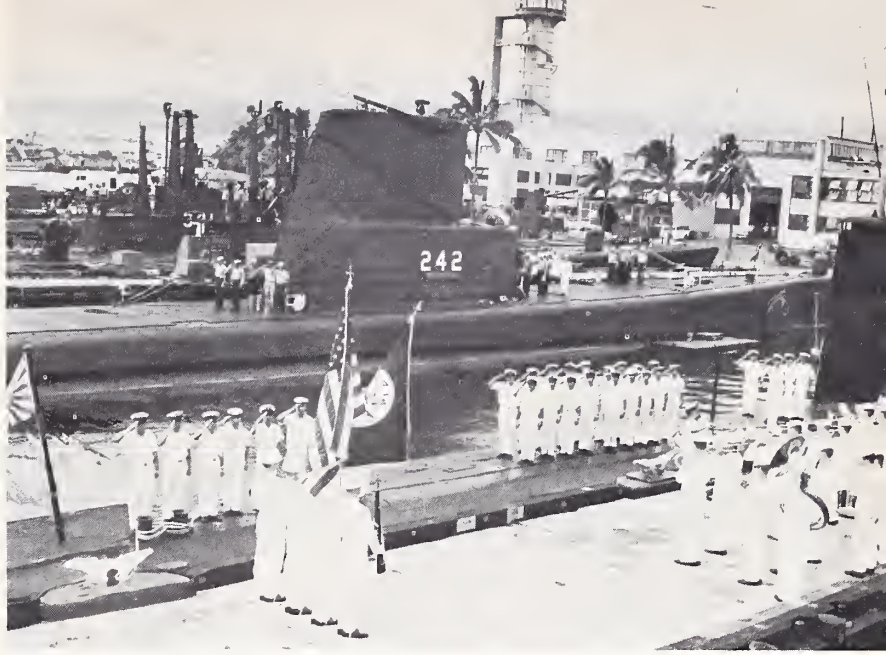
Killen Target of Hot Shots

U. S. Navy missiles are aimed to miss from a Puerto Rico naval station where missiles are fired at a decommissioned WW II destroyer.

The ship, *Killen (DD 593)*, is used as a target in the surface missile firing operations at Roosevelt Roads, Puerto Rico. Ships firing at *Killen* don't attempt to hit her since the destroyer carries electronic equipment and high speed cameras to monitor missile shots and determine accuracy.

In case of a miss—which would be a hit on *Killen*—the destroyer has been partially filled below the waterline with a chemical that would keep her afloat.

Killen replaced *Barr (APD 39)*, which was purposely sunk this year during "Operation Springboard."



PEARL VISITORS—Japanese submarine *Oyashio* (SS 511) is welcomed at Pearl Harbor sub base as she arrives for a seven-week training session with SubPac.

French Ship Carries *Tartar*

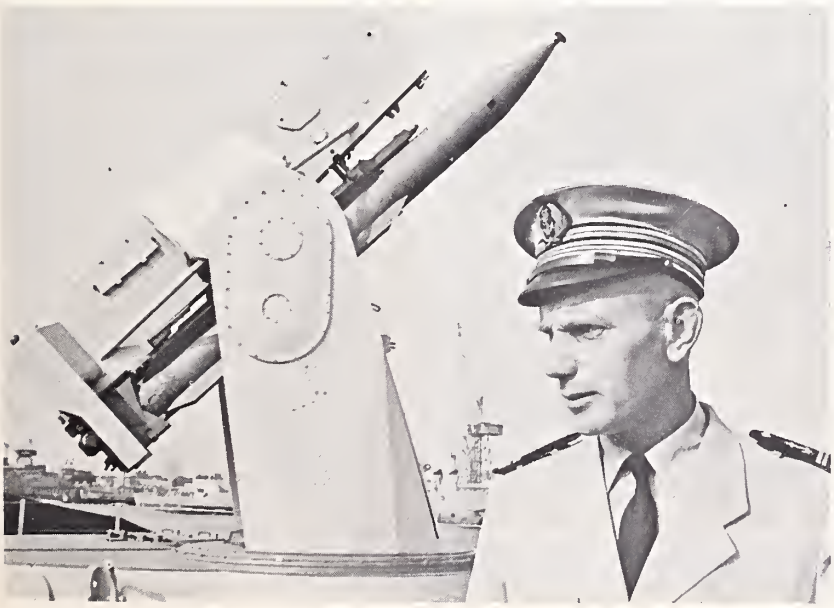
The French destroyer *Dupetit Thouars* visited Washington D. C., this fall, bringing to a close a visit to United States ports which included Yorktown and Norfolk, Va., and Mayport, Fla.

Dupetit Thouars was equipped with the U. S. Navy's *Tartar* surface-to-air missile at the French Naval Arsenal at Brest, France. *Tartar* launching systems will also be installed in the destroyers *Du Chayla, Bouvet* and *Kersaint*.

Dupetit Thouars is 420 feet long and carries a crew of 14 officers and 278 enlisted men. In addition to her *Tartar* missile system, she is armed with three 57mm twin mount automatic aircraft guns, two triple torpedo launchers and one antisubmarine 375mm rocket launcher.

Dupetit Thouars bears the name of a French family that has given France a long line of sailors. In the past, the family has produced three admirals, two captains and two lieutenants who have made their name illustrious in French naval annals since 1778. The family is still represented in the French Navy.

AT NORFOLK, Va., CDR Jean Serbouce-Goguel, CO of first French guided missile destroyer, *Dupetit Thouars*, poses near ship's *Tartar* launcher.



Japanese Sub Visits Pearl

This past summer, for the first time in more than 20 years, a Japanese submarine entered Pearl Harbor, Hawaii. The submarine was *Oyashio* (SS 511), on a seven-week training visit with the Pacific Fleet Submarine Force at the sub base.

The visit was broken into a four-week operating period and an in-port stay of three weeks.

At sea *Oyashio* took part in antisubmarine warfare operations with several U. S. submarines. Crew members of both nationalities traded submarine indoctrination rides, seeking more detailed familiarization with individual assignments at sea.

During one period of training the submarines alternately served as target ships while the other submarines made practice torpedo runs.

The Japanese submariners continued to train during the three-week stay in port. Many *Oyashio* officers, for instance, attended a modified prospective commanding officers' school. At the school they were lectured on fire control and antisubmarine warfare and were given practical shiphandling instruction in the operating mockups of submarine control rooms.

USS *Bluegill* (SS 242) was host ship for the Japanese submarine. *Bluegill* crew members arranged tours of the island of Oahu and the city of Honolulu. Many of the Japanese Navymen were invited into private homes in the area.

SIDELINE STRATEGY

Why do certain names continually crop up on sports pages? Of the millions of people who are engaged in sports during each year, why do a select few deserve mention over and over again?

Answer: They're *great*.

Certainly there are many "great" athletes in the Navy, and one we're particularly proud to have on our team is Hiram A. Carroll, Jr. There hasn't been a lot written about him, but the way we see it, it's only a matter of time before he becomes as well known and respected by fans as he currently is by fellow competitors.

Hiram Carroll is a 19 year-old, 190-pound, six-foot, two and one-half inch seaman. Hiram Carroll is also a fast runner. He is, in fact, a track star of international caliber.

As is the case with most top athletes, Carroll showed signs of greatness as a youngster. In 1959, while attending high school at Albuquerque, N. Mex., he set the World Juvenile 440-yard dash record at 48.6 seconds. At state championships that year he clocked 48.3 seconds in the 440.

In 1960 he won two more state championships—the 120-yard high hurdles (14.6 seconds) and the 180-yard low hurdles (19.0 seconds).

Carroll's Navy experience began in 1961 at Naval Training Center, San Diego, and shortly thereafter he became a representative of that station in many service and college track meets. In 1962 he ran in all the major West Coast track and field events, including the West Coast relays, the California Relays, the Modesto Relays and the Compton Relays. Then he ran sixth in the National AAU Championships, finishing the 440-yard dash in 46.7 seconds.

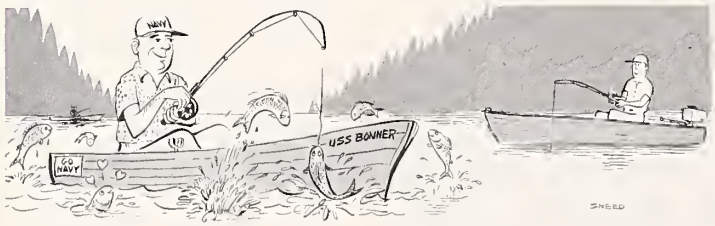
Those who observed him in these meets and predicted that greater things were in store for the lanky sailor were dead right.

Recently Carroll helped his U. S. teammates set a new CISM record in the mile relay while competing in the CISM Track and Field Meet at Brussels, Belgium. The team finished the mile in 3:10.4, shaving four-tenths of a second off the previous record. The world record is 3:05.6.

Is an improving Carroll heading for the Olympics?

★ ★ ★

Still on the subject of people whose names are frequently read on sports pages, there is one Navyman who is so outstanding an angler that it is virtually impossible to omit mention of him once more in this column. For the benefit of those who have not guessed his identity, that feller is Chief Yeoman Harry Bonner of Naval Amphibious Base, Coronado, Calif.



Incidentally, his most recent victory was in the El Toro Albacore Tourney. Bonner's three-man team caught 11 albacore on an afternoon's outing. Bonner caught six of them.

—Bill Howard, JO1, USN.

Built-In Swimming Pool

When the dock landing ship USS *Comstock* (LSD 19) recently recorded its 20,000th mile of steaming during its current deployment with the Amphibious Force, Seventh Fleet, the occasion was celebrated with a "beach party" at sea between Okinawa and Japan.

The design of a dock landing ship permits flooding of the well deck, thus providing a pool 42 feet wide and up to 400 feet long. With the well deck flooded for swimming, the party was underway. Charcoal broilers were set up on deck and the ship's cooks barbequed steaks, hamburgers and hot dogs for the 265 men and officers. A buffet table was laden with salads and other trimmings. Talented *Comstock* sailors provided musical entertainment during the party, and an outdoor movie that evening rounded off the affair.

Seven midshipmen undergoing summer training were on board, and had a glimpse of another bright aspect of Navy life.

Sylvania Is Launched

Sylvania (AFS 2), the second of a new class of combat store ships, was launched recently at San Diego.

Sylvania's sister ship, *Mars* (AFS 1), was launched in June. The two ships combine the functions of the Navy's present store ship (AF), stores issue ship (AKS) and aviation supply ship (AVS). They will carry one-half to two-thirds of the foodstuffs carried by an AF, about the same amount of general ship's supplies carried by an AKS and about the same amount of aviation supplies carried by an AVS.

Sylvania is 581 feet long and has a beam of 79 feet. Her displacement, fully loaded, will be 16,100 tons. She will be armed with four 3-inch/50-caliber twin gun mounts. She will be manned by a crew of 35 officers and 378 enlisted men.

New *Barb* Commissioned

The Navy's 17th nuclear-powered submarine, USS *Barb* (SSN 596) was commissioned during August at Pascagoula, Miss.

Barb, which bears the name of a World War II submarine, was launched on 12 Feb 1962. She is a *Thresher* class submarine displacing 3750 tons and is 278 feet long.

BOOKS FROM PROFESSIONAL DEVELOPMENT TO A LOOK AT THE FUTURE

WHAT'S YOUR CHOICE for this month? A guide to professional success, a long look at the future, a touch of history, or contemporary events? Whatever it may be, any of these may be found among the selections at your ship or station library.

Professional knowledge is always useful, particularly when presented in palatable form, and two of this month's choices — **Naval Aviator's Guide,** by Captain Malcolm W. Cagle, USN, and **Atomic Submarines,** by Norman Polmar—fit into this category.

Guide is a compilation of the accepted and current doctrine, procedures, techniques and customs of naval aviation. It is primarily intended for the student or newly commissioned aviator, and for naval aviation officers who are reporting to their first ship or squadron. It will also be useful to limited duty officers and enlisted men serving with naval aviation.

Viewed in cold print, the above description might give the impression that such a book would be dull and technical. However, those familiar with Captain Cagle's work will know that he couldn't write a dull book if he really tried. Informative and technical, yes; dull, no.

The same goes for *Submarines.* This book tells how the atomic submarine came into being—the trials and errors and the many kinds of men and events that produced it; of early inventors and naval pioneers; ingenious German efforts during two World Wars; tenacious U. S. naval officers who fought post-war apathy; as well as the designers, commanders and crewmen of these truly revolutionary craft. Besides describing some of the epoch-making trips of some of these subs, the author describes the planning and development of the advanced attack subs, the missile-armed subs, the *Polaris* missile and its history, and the newest experimental subs. It might be old hat to those in the trade but they'll enjoy it anyway; to the uninitiated, it will be fascinating.

In case you're interested in figures, here is a book that covers the subject from games of chance to the law of averages. It has the foreboding title of **Probability and Statistics for Everyman,** by Irving Adler. If you vigorously apply the principles developed therein, you might amaze your friends and confound your enemies. Basically, this is a guide to the fundamentals of probability theory that can be understood by anyone who has mastered high school algebra. As literature, it doesn't quite sing, but there's plenty of meat in it.

History (of World War II) is covered in two titles—**Behind the Burma Road,** by William R. Peers and Dean Brelis, and **Education of a General,** by Forrest C. Pogue and Gordon Harrison.

Burma Road is the story of the United States' most successful guerilla force, Detachment 101. This was a clandestine organization of U. S., British, and Burmese military men who formed and led groups of tribesmen in Japanese-occupied Northern Burma during World War II. *Burma Road* tells of their job of espionage, harassment of the Japanese army from the rear, and the rescue of Allied airmen shot down over the jungle. Has all the elements of a good international suspense yarn.

General is of an entirely different nature. This is Volume I of a projected three-volume life of General of the Army George C. Marshall. Since General Marshall refused to write his memoirs, this works is based on papers and interviews to be found in the George C. Marshall Foundation. The scenes of his career include the Philippine Islands in the wake of the Spanish - American war, France in World War I, China in the time of the warlords, his battles with the then War Department. An important contribution to U. S. 20th-century military history.

The Morning After, by Victor Franco, is this month's contribution to contemporary events. This is a picture of life in Cuba under Castro as seen by a French journalist who went to Cuba, he says, determined to be objective in what he saw. He found it impossible to remain so. To observe the effects of the Revolution on the Cuban people, he traveled everywhere and talked to everyone, from the elevator boy to Che Guevara and Fidel. The title gives a clue to his conclusions. Perhaps his beating by the Cuban police may have influenced his objectivity.

Two real whingdings have been selected for this month's comments in the field of fiction. **Rags of Glory,** by Stuart Cloete, touches upon the Boer War; **Caravans,** by James Michener, takes you to Afghanistan as it was in 1946. Cloete is, of course, a specialist in South Africa and he makes the most of his knowledge. However, as always, he disguises his immense mastery of the subject in terms of people—as seen from both sides in this most bitter war.

Caravans also has the mark of an old pro at work. There is, of course, the inevitable girls-meet-boys theme but, in addition, Michener is obviously fascinated by the country in which the action takes place and he does much to convey the same sense of wonderment to the reader.



BREAKING WATER—The nuclear-powered submarine *USS Barb* (SSN 596), named for World War II submarine, has joined the nuclear sub fleet.

SERVICESCOPE

Brief news items about other branches of the armed services.

ARMY ENGINEERS have developed a mine detector which will expose non-metallic as well as metallic mines by means of a microwave device which can differentiate its target from the surrounding soil.

The new detector, which is being prepared for service testing, uses transistors and etched circuitry in place of the conventional electron tubes and wiring.

The only battlefield maintenance necessary will be replacing a defective plug-in assembly with a new unit. This can be done easily by the operator.

★ ★ ★

A BUILDING more than half again as large as the Pentagon is under construction on Merritt Island across the Banana River from Cape Canaveral, Fla.

The structure, which will enclose 125 million cubic feet of space, will be the vertical assembly building for the National Aeronautical and Space Administration's (NASA) *Saturn V* space vehicle.

Saturn V, which will have a thrust of 7.5 million pounds, is designed to power the *Apollo* spacecraft on the first manned landing trip to the moon.

Approximately 52,000 tons of structural steel will go into the framework of the building while another 21,500 tons of steel will make up the 128 miles of piling forming the foundation.

The huge rocket and its *Apollo* spacecraft will be constructed in an upright position on a launch platform.

After the rocket is checked out, the whole assembly will be picked up by a giant crawler-transporter and carried several miles to the launch area on the Atlantic coast north of Cape Canaveral.

The building is scheduled for completion in 1965.



THREE-MASTED Coast Guard training bark *Eagle* begins last leg of cadet cruise which covered 10,000 miles.



AIR FORCE ship *General Hoyt S. Vandenberg* carries electronic equipment to gather missile information.

★ ★ ★

TACTICAL AIR COMMAND jet fighters, reconnaissance jets and assault airlift aircraft left their home bases in the United States this summer to take part in a major exercise conducted by the Southeast Asia Treaty Organization (SEATO). The SEATO exercise, called Dhanarjata, was a ground defense problem involving army and air force units of member countries.

En route to Thailand the fighter and reconnaissance aircraft were refueled by Strategic Air Command KC-135 tankers.

The United States' portion, Exercise *Tidal Wave*, included aircraft from air bases across the country.

★ ★ ★

A VERSATILE TARGET missile known as *Redhead/Roadrunner* is being tested by the U. S. Army. It will be used primarily to simulate high-performance aircraft and air-breathing missiles for the Army Air Defense Command.

Redhead/Roadrunner is 22 feet long and one foot in diameter with triangular wings and a pair of small movable control fins mounted near the rear.

In the latest test, the missile flew an uprange course and then successfully completed a 210-degree turn at 2000 feet while going faster than the speed of sound. Then it was safely returned to the ground by its self-contained parachute recovery system.

The *Redhead/Roadrunner* has flown numerous other test flights, including one at 41,000 feet while doing more than twice the speed of sound and one at 350 feet at just under the speed of sound.

This missile is designed to fly from 300 to 60,000 feet in altitude and from subsonic to Mach 2 speeds. It is controlled by electronic signals from a ground command station and can perform various turns and maneuvers.

★ ★ ★

THE POPULATION EXPLOSION has hit outer space, for nowadays it seems, even satellites have sub-satellites.

Two Tetrahedral Research Satellites (TRS) were

ejected simultaneously from an orbiting Air Force spacecraft and have telemetered back to earth valuable information on radiation damage.

Each TRS measures six inches on a side and weighs only one and one-half pounds. They provide the Air Force with an inexpensive, flexible spacecraft to make accurate scientific and engineering experiments independently of the parent craft.

Between them, the two TRS perform 10 experiments, such as measuring radiation damage to special silicon solar cells and measuring the effectiveness of cell shields made of fused quartz and glass of microscopic thickness.

A major role of the TRS is to determine the reliability of unproven components and sub-systems for use in later generations of spacecraft.

In addition to the experimental purposes for which it is now used, the TRS can rapidly be adapted for specific missions, to find immediate answers to space questions without formal, expensive and elaborate research projects.

★ ★ ★

THE U. S. ARMY Engineers at Fort Belvoir, Va., have contracted for three service test models of a device to improve the aiming of artillery and short range missiles.

The device, which has the jaw-fracturing name of gyro-azimuth theodolite, uses north (as determined by a gyroscope) as a reference point to determine the azimuth angles (as measured by a theodolite) along which to shoot at and hit a target point.

The device is subordinate to the long-range survey system for aiming artillery and missiles.

The new device will be an improvement over the one now in use inasmuch as the prototype weighs 31 pounds instead of 211 pounds. It will also provide artillery with an improved all-weather azimuth aiming instrument.

The first of the three service test models is scheduled for delivery in April 1964.

★ ★ ★

GELATIN IS A POPULAR dessert on earth, but it may have more important applications in space. The Air Force has discovered that gelatin can be used as a rigidizing substance for cloth structures, such as shelters and passive communications satellites.



THE ARMY'S new twin turbine powered CH-54A heavy lift helo is designed to increase mobility on battlefields.



HELO UP — The XH-51A rigid rotor helicopter is one of two helo research vehicles designed for Army-Navy use.

In the current experiments, scientists are compressing thick liquid gelatin and layers of fiberglass cloth together to form a flexible, rubber-like product. Ethylene glycol (permanent antifreeze) is added to the material as a plasticizer.

During a recent test, a three-foot pyramid was prefabricated from this material. The triangular panels were cured in an oven, then seamed together. Then the three-foot-tall pyramid was folded into a package (12 inches wide by 16 inches long by one and a half inches high), placed into an altitude chamber, where it could be mechanically inflated.

By the time an altitude of about 150,000 feet had been simulated, the ethylene glycol had completely evaporated, causing the prefabricated structure to assume a rigid form.

Tests indicate that the gelatin-fiberglass cloth can withstand a pressure of 80,000 psi, which is equal to the best high-strength reinforced plastics.

More tests are planned using this material for space structures, including a test of a 12-foot cloth shelter. This will be lightweight, easily carried by one person, and will be inflated and become rigid in space.

Food containers could also be made from gelatin, permitting the space traveler to eat the food and its package. And satellites constructed of the gelatin-fiberglass cloth could be shot into space, where they would likewise inflate and become rigid structures.

★ ★ ★

TO THE SURPRISE of almost no one, an Army survey has shown steak and milk to be the typical soldier's favorite foods. Other well-liked items of the 265 foods surveyed included fresh fruit, apple pie, eggs-to-order, veal steak, fresh tomatoes, fried chicken and roast beef.

The survey of 20,000 enlisted personnel used a nine-point rating scale ranging from "like extremely" to dislike extremely." It was conducted to help Army and Air Force menu planners develop new foods for military use.

No one food is liked by everyone and that has been the biggest problem facing meal planners. Food likes and dislikes are currently being related to the men's personal characteristics such as age, education, region of origin, marital status and size of home town.

THE WORD

Frank, Authentic Advance Information On Policy——Straight from Headquarters

• PN ADVANCEMENT—The PN rating has been removed from the list of skills which require access to classified information. As a result, foreign nationals may remain in the PN rating and advance under normal procedures.

Foreign nationals who serve in the related YN rating, which does require access to classified materials, are encouraged to request change-over to PN.

And, foreign nationals who serve in other classified ratings are reminded that they may not advance or reenlist in such ratings without approval from the Chief of Naval Personnel. Those affected should request change to some appropriate rating, not on the classified list, as soon as possible.

However, foreign nationals in ratings other than yeoman should not request change to PN.

The new PN status will be reflected in a forthcoming change to BuPers Inst. 1440.5D, the advancement directive which last summer advised the Fleet that foreign nationals could not advance or reenlist in ratings on the classified access list.

• OPEN RATES FOR RESERVISTS—The Chief of Naval Personnel has issued a revised list of open rates in which active duty TARs may enlist in the Regular Navy, and Naval Reservists on inactive duty may volunteer for active duty. Additional eligibility requirements may be found in BuPers Inst. 1130.4G or 1300.28.

The revised list announced as change two to Inst. 1130.4G contains 90 open rates. Here they are:

QM1, 2, 3	CE3
SM2, 3	AT3
RD1, 2, 3	AQ1, 2, 3
SOC, 1, 2, 3	AC3
TM2, 3	AE3
MTC, 1, 2, 3	AM3
FTC, 1, 2, 3	AO3
GMTC, 1, 2, 3	PR3
ETC, 1, 2, 3	AG3
DSC, 1, 2, 3	PH3
OM3	PT3
RM1, 2, 3	AXC, 1, 2, 3
CTC, 1, 2, 3	AN, AA, AR
MA3	SN, SA, SR
MM1, 2, 3	FN, FA, FR
BT3	CN, CP, CR
BRC, 1	TN, TA, TR
EM2, 3	HN, HA, HR
SF3	DN, DA, DR

• NUCLEAR POWER SCHOOL FOR E-2—A change to the *Enlisted Transfer Manual* has altered the entrance requirements for the Nuclear Power Training Program. The change opened the doors of Nuclear Power School to Navymen in pay grade E-2 but closed them for personnel over 25 years of age.

The six ratings eligible to attend the school are ET, IC, EM, MM, EN and BT but, under the new rules, Navymen in the BT rating are eligible for surface nuclear power training only.

Major changes to the Nuclear Power Program eligibility requirements include:

• Maximum age limit is lowered to 25. Previously the age limit was set at 32.

• Pay grade limits are broadened to include pay grades E-2 through E-6. Before the change, only pay grades E-3 through E-6 could qualify.

• The combined GCT-ARI minimum requirements are lowered to 105 for the MM, EN and BT ratings. A score of 110 was previously required to qualify.

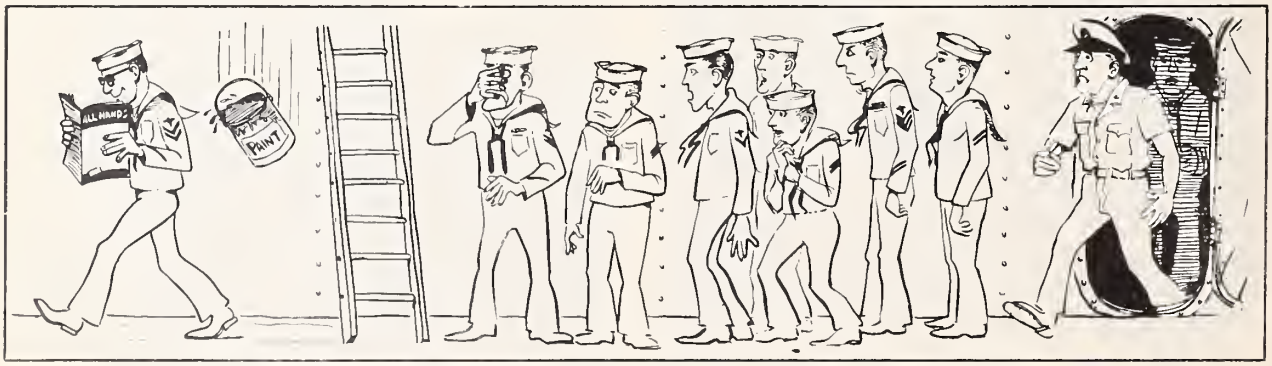
• Personnel in ET, IC and EM ratings must still have a total score of 110 to qualify.

Navymen who do not have the minimum score of 110, but who do meet an alternate test score requirement, will be subjected to a special selection process. This process will include a review of other indications of academic potential, such as: Number of years' education completed; courses taken in math, and service school performance.

• Scholastic requirements are tightened. Under the new change, a Navyman must either be a high school graduate or have two years of high school-plus GED high school equivalent in order to qualify. Before the change, completion of certain correspondence courses could substitute for the two years of high school.

• Maximum service requirements are changed. Men in the ET, IC and EM ratings are now disqualified if they have been on active duty longer than four years at the time of entry into the school. MM, EN and BT ratings must have no more than six years. Under the old requirements, the limit was eight years for all six ratings.

Navymen not in the six eligible ratings but otherwise qualified for Nuclear Power School may still apply. Before reporting for nuclear



DON'T LET ANYTHING HAPPEN to this issue of ALL HANDS, remember there are nine shipmates in line for it.

training, however, these Navymen must complete Class A school of one of the qualified ratings.

Other eligibility requirements for entrance into the Nuclear Power Program have not changed.

• SEAVEY SEGMENT 1-64—Navymen who are eligible for the 1-64 seavey segment can expect the first transfer directives to roll out of the Bureau of Naval Personnel next June. If you plan to make immediate inquiries about your seavey status, however, forget it—at least for the present. The Bureau won't be in a position to answer any questions until the first of next February, when it receives the first listing of seavey eligibles.

PAMIs will prepare and forward to the Bureau of Naval Personnel rotation data cards for enlisted personnel not already on the Seavey, who are in the rates shown below and who began their sea duty on or before the dates shown.

Cutoff dates for Navymen in pay grades E-8 and E-9 are the same as those shown for pay grade E-7, unless stated otherwise. Designated strikers in pay grade E-3 have the same cutoff date as those in pay grade E-4 (see next column).

If you are an FTC, FT1, FT2, SOC, SO1, or SO2, the Bureau would like you to volunteer for instructor duty.

To be eligible, you must have begun your sea duty after the cutoff date, but before June 1962.

You must also be certified by your commanding officer and:

• If you have completed 17 and one-half (or more) years of active service, you must obligate yourself for 24 months of active duty from the date of reporting for instructor duty.

• Show an interest in training and desire to serve as an instructor.

• Have a clear record.

• Be able to speak clearly.

• Be able to work with others under supervision.

• Have ability to exercise sound judgment.

• Be military in bearing and deportment.

• Have a GCT of 55, although lesser GCTs will be considered if the candidates are otherwise qualified.

• Be considered a good security risk by your commanding officer.

If you are in one of the needed rates, are interested in volunteering as an instructor and are qualified, your commanding officer can nominate you directly to the Bureau (Pers B2128) according to the procedure given in BuPers Notice 1306 of 11 Sep 1963. These nomination letters will not be answered by the Bureau. When all Seavey eligible personnel have been utilized, the personnel so nominated will be assigned to fill outstanding vacancies.

Here are the rates included in the 1-64 segment. To be eligible for this segment, you must have begun your sea duty in or before the month shown.

RATE	DATE
BMC	Jun 61
BM1	Dec 58
BM2	Jun 57
BM3	Mar 58
QMC	Mar 61
QM1	Sep 59
QM2	Mar 59
QM3	Mar 60
SMC	Dec 60
SM1	Mar 58
SM2	Dec 57
SM3	Mar 58
RDC	Mar 60
RD1	Dec 59
RD2	Aug 59
RD3	May 60
SOC, 1	Jun 61
SO2	Jan 62
SO3	Jan 61
TMC	Sep 61
TM1	Jun 61
TM2, 3	Jun 60
GMCM, GMCS, GMGC	Dec 60
GMG1, 2	Sep 58
GMG3	Dec 59
GMMC, 1	Jun 61
GMM2	Sep 58
GMM3	Dec 59
GMTC, 1, 2, 3	Jun 62
FTC, 1, 2	Jun 61
FT3	Dec 59
MTC, 1	Jun 62
MT2, 3	Dec 61
MNC, 1	Jun 62
MN2	Dec 61
MN3	Jun 62
ETC, 1, 2, 3	Jun 62
DSC, 1, 2, 3	Jun 62
IMC	Mar 61
IM1	Dec 61
IM2	Mar 60
IM3	Apr 60
OMC, 1, 2, 3	Dec 60
RMC	Jun 61
RM1	Feb 61
RM2	Aug 61
RM3	Apr 62
YNC, 1, 2, 3	Jun 62
PNC, 1, 2, 3	Jun 62
SKC	Sep 60
SK1	Mar 60
SK2	Jun 60
SK3	Mar 61
DKC	Mar 62
DK1	Sep 61
DK2	Mar 61
DK3	Jun 62
JOC, 1, 2, 3	Jun 62
PCC, 1, 2, 3	Jun 60
LIC	Dec 61
LI1	Jun 60
LI2	Oct 60
LI3	Dec 60
DMC, 1, 2, 3	Jun 62

QUIZ AWEIGH

When you finished boot troining you could count codence in your sleep ond knew the vorious close order drill commonds by heort. How shorp would you look on the grinder now?

1. Quick time, when morching, meons

(o) normol poce (120 steps per minute),

(b) fost poce (150 steps per minute,

(c) foster thon double time (over 200 steps per minute).



2. When in ronks, if you were given the commond, "At ease," you could

(o) tolk ond shift your weight, keeping your right foot in ploce,

(b) shift your weight, mointoining silence ond keeping your right foot in ploce,

(c) tolk ond move oround, remoining neor your position.

3. A plotoon consists of

(o) opproximotely eight to 12 men who drill in o single line,

(b) ony number of men over 12.

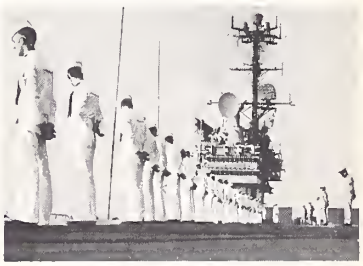
(c) two or more squods.

4. The stondord morching step is

(o) 20 inches,

(b) 30 inches,

(c) 34 inches.



5. When the single commond, "Cover," is given to o column, it meons

(o) reploce hots,

(b) line up squorely ot on orm's length from the mon in front,

(c) hide behind o bush.

Answers to Quiz Aweigh moy be found on poge 54.

THE BULLETIN BOARD

Selected PO1s and PO2s Will Test New CPO Type Uniforms

YOU WON'T GET a chance to become a slick-armed chief in today's Navy, but you may be able to put on the hard hat before you earn your first hash mark. It depends on the outcome of an experiment to be conducted by the Permanent Naval Uniform Board.

The test will begin about next March when 1000 first and second class petty officers in both sea and shore commands begin wearing a proposed new uniform similar to that presently worn by chief petty officers. Results of the test will resolve the question of a uniform change, which has been the subject of more and more discussion in recent years.

The Uniform Board hopes to determine whether or not morale, recruiting and retention of personnel will be favorably affected by the new uniform.

Test uniforms will be issued free of charge to first and second class petty officers in ten different commands including two submarines and two destroyers. The uniforms will be identical to the khaki, blue and white uniforms currently in use by CPOs. Rating badges, however, will not change with the exception of background color, which will match the uniform.

No collar devices will be worn with the test uniform. The hat insignia will be a fouled anchor easily distinguishable from the insignia worn by CPOs. Unit identification may be authorized during the pilot program, as may special right-arm insignia such as the Navy E. (Right-arm insignia may be deleted, however, if the uniform is accepted for fleet-wide use.)

Navymen who test the uniform will only be issued a skeleton seabag. During the pilot program the new uniform will only be worn in place of the dress clothes. Undress blues, undress whites and dungarees will be worn as before by test personnel, but if the new uniform is accepted for the fleet it will probably replace dress uniforms.

The skeleton seabag will cost approximately $205 per man, but if the uniform is accepted the total cost will probably rank lower than cost of a CPO seabag. The clothing allowance of $6 monthly will not be raised during the test program.

First and Second class petty officers who participate in the test program will be issued one blue, one khaki and two white uniforms, plus shirts, cap, cap covers, and additional articles usually worn with the CPO dress uniform. White shoes will be issued, but brown footwear will be deleted for test purposes, as will grey gloves. The Navymen will be required to return the clothing after the test is completed in 1965, unless they wish to purchase their uniforms (which are the same as the CPO uniform except for rating devices) at a reduced price.

Storage is a major question concerning operational feasibility of the new uniform. The Permanent Naval Uniform Board states that an accurate test can only be conducted under present conditions, so no special storage provisions will be financed by the Navy and each testing unit will improvise as best they can.

CPO/Officer Type Uniform for Test Program



Uniforms are expected to be distributed to pilot personnel by March 1964, and will be worn for one year. During that time the uniform board will make several surveys to determine the effect of the new clothing. Whether the entire Navy—or certain rates below the chief—will wear the uniform in the future depends upon the decision of the uniform board. The outcome will be based on recommendations of the pilot Navymen, men who observe the test, officers and chiefs of the testing commands, and fleet commanders. The uniform board is expected to reach a decision by June 1965.

The pilot test program is a result of growing sentiment in the fleet advocating a uniform change. A recent uniform board poll showed that approximately 70 per cent of Navymen below chief desired a change.

Navymen who desire changes, however, do not agree among themselves. Some men would be satisfied with a wider choice of material for the present uniform while others ask for a complete change.

Extension of the CPO uniform to lower rates is favored by many enlisted men, but others have expressed concern for the effect it might have on the traditional high prestige of the chief petty officer.

According to one poll taken by BuPers, a majority of Navymen said they felt a uniform change, however desirable, would have no effect on enlistment and re-enlistment rates, but most felt it would increase morale.

Atlantic units picked to test the new uniform are: USS *Northampton* (CC 1), USS *W. V. Pratt* (DLG 13), USS *Sea Leopard* (SS 483), Patrol Squadron 24 and U. S. Naval Station, Norfolk Va. Participating Pacific units are: USS *Galveston* (CLG 3), USS *Bausell* (DD 845), USS *Razorback* (SS 394), Air Antisubmarine Squadron 25 and U. S. Naval Station, San Diego, Calif.

Changes Permit Greater Flexibility in Choice Of Uniform Material

Navymen who used to yearn for a tailor-made look and a travel uniform they could wear anywhere any time can stop yearning; they may now have both.

BuPers Notice 1020 has made changes to the *U. S. Navy Uniform Regulations* of 1959 which permit men below CPO to wear service dress blues made of dark blue serge, gabardine or tropical worsted of any appropriate weight. The material must be similar to that now worn in CPO and officer uniforms.

To make it easier to get into and out of dress blue jumpers and give them a more tailored appearance, the *Uniform Regs* now give official sanction to a zipper on the left side seam provided it closes from the bottom of the jumper upward toward the left armpit and is invisible when properly fastened. The zipper's length can be varied to suit the individual.

Although certain materials other than melton are now authorized for optional wear, uniforms must conform to regulations covering issue-type uniforms and one complete issue-type blue melton uniform must be maintained for inspections and other prescribed occasions.

Trousers of blue melton cloth with a zipper fly front closure, two front inside pockets with slash openings (one on each side), two hip pockets and seven belt loops will continue to be issued and can be purchased as well as the buttoned broadfall style. Both styles are regulation. However, zipper style trousers are being phased out of the supply system.

Men are also permitted, unless otherwise directed, to wear dress blues while traveling on leave or under orders at any time of the year regardless of any locally prescribed uniform. The weight of the blues is at the option of the traveler depending upon the weather of the area in which he is traveling.

The revision of the *Uniform Regs* also benefited officers and chiefs who have had to travel with both black and brown shoes and socks for wear with dress blue and khaki uniforms. Henceforth, officers and chiefs are allowed to wear black dress shoes and socks with both uniforms while on TAD at places where baggage allowances restrict weight.

The new changes also included:

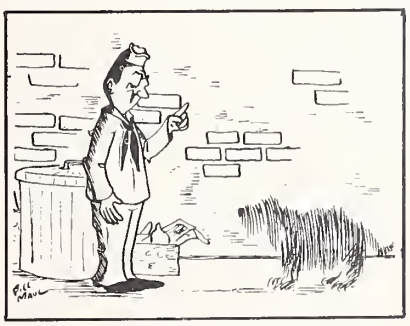
- A new badge for the Aviation Maintenance Administrationman (AZ) rating. It consists of aviation wings on each side of a two-bladed propeller which, in turn, is centered over an open book. The effective date for wearing the badge will be announced later.
- A new status for officer type blue (combination) cap/hat cover. It has been (since 1 July 1963) optional rather than required.
- A change of collar insignia location on tropical shirts. Male officers and chiefs are now required to wear their collar insignia one inch from the front and lower edge of the collar instead of the former one and one-half inches. This will provide greater wearing comfort and better appearance.

All-Navy Cartoon Contest
MCDR B. E. Lodge, USN



"This is MATS flight 202 for San Juan, . . . isn't . . . it?"

All-Navy Cartoon Contest
William R. Moul, CT1, USN



"So then I sez to him, either we do it my way, commander, or else you can just lump it . . ."

Here Are Pointers on New Pay Bill You May Have Missed in Excitement Over First Check

If you have two or more years' service, the new military pay bill known as the Uniformed Services Pay Act of 1963 has, by now, affected your monthly earnings. Increases in basic pay for those with two or more years' service, ranging from $60 to $110 monthly for officers, and $5 to $120 for enlisted men and women, are now showing up in pay checks throughout the Fleet.

In addition to basic pay increases, the new legislation provides a number of meaningful—and profitable—pay sidelights. Here's a brief summary:

- Hostile Fire Pay—This is a new form of special pay for men exposed to death or injury as a result of hostile fire on cold war battle fronts. Both officers and enlisted men who qualify may receive an additional $55 monthly.
- Overseas Pay — The Foreign Duty portion of Sea and Foreign Duty Pay has been revised. Effective 1 Oct 1963, payments ranging from $8.00 to $22.50 monthly, depending on pay grade, are awarded for any period of service on sea duty, or duty at certain designated places outside the continental U. S. This means that overseas shore duty does not automatically result in foreign duty pay, or overseas service pay. If you're already serving in Hawaii or some other place that may not appear on the list of designated areas, and were there before 1 Oct 1963, you may continue to receive foreign duty pay plus your old basic pay, as long as you're at the station, if the total is more than you would receive in basic pay alone under the new scales.
- Family Separation Allowance—You may receive this new allowance, $30 monthly or an additional quarters allowance, under various circumstances while separated from your dependents for reason of shipboard or overseas duty.
- Physicians' and Dentists' Pay—Special physicians' and dentists' pay, a form of career incentive money awarded to medical officers as long as they remain on active duty, has been increased by $50 and $100 monthly for those with over six and

over 10 years' service, respectively. The special medical officer pay is now $100 per month for those with less than two years' active duty, $150 for between two and six years, $250 for between six and 10 years, and $350 monthly thereafter.

• Hazardous Duty Pay—If you perform two types of hazardous duty you may now receive two hazardous duty/incentive payments instead of one, the maximum before 1 Oct 1963. Also, duty inside a high-pressure chamber has been added to the list of duties considered hazardous for pay purposes.

• Retirement — New retired pay procedures call for an increase of five per cent for all those retired between 31 May 1958 and April 1963. Those retired from April 1963 on may compute their retired pay on the basis of the newest pay scales. Those retired before 1 Jun 1958 may recompute their retired pay on the basis of the 1 Jun 1958 pay scales or receive a five per cent increase in their present retired pay, whichever is greater. The new retired pay schedule also gives retirees automatic pay boosts whenever the Consumer Price Index goes up as much as three per cent.

It may be interesting to note that the Secretary of Defense has expressed hope that military personnel will not have to wait another five years for needed adjustments in pay. Pay scales may be reviewed each year in the future, which could mean more frequent raises.

Pensacola Students Can Learn To Fly High in Five Languages

A language school teaching Spanish, Italian, French, German and Russian has been established for off-duty naval personnel at the Naval Auxiliary Air Station, Whiting Field, Fla.

The school now has over 40 students who attend two-hour classes one night a week. Divided into 12 study units and one review unit, the courses normally last 13 weeks.

The U. S. Armed Forces Institute (USAFI) prepares the courses, which are under the supervision of the station Information and Education office.

Each class is designed to provide a general introduction to the language studied. Based on the principle that a person must hear a language to understand it, the school utilizes two basic tools — a fluent speaker of the language and a combination element of language records and books.

Students practice speaking to master sounds and forms. Vocabularies are built around common situations and current topics.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

The following listing covers a two-month period.

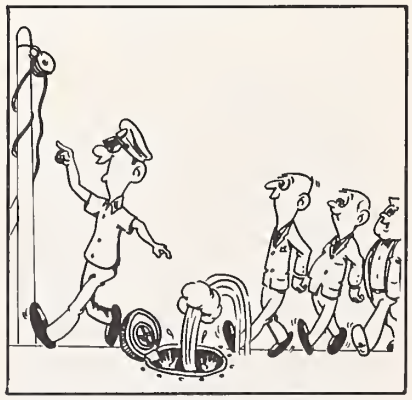
Alnavs

No. 20—Presented the report of the President's Committee on Equal Opportunity in the Armed Forces and quoted Department of Defense Directive No. 5120.36.

Instructions

No. 1120.33B — Invites applications from permanently commissioned USN officers, temporary limited duty officers, and USNR officers for transfer between the unrestricted line and restricted line of the Regular Navy.

All-Navy Cartoon Contest
Alfred B. Castro, SK2, USN



"On your right we have the highline, on your left, the scuttle that goes all the way down to the engine room, and straight ahead . . ."

No. 1331.3D — Discusses the courses of instruction offered at the U. S. Naval Test Pilot School, USAF Aerospace Research Pilot School, and the British Empire Test Pilot School.

No. 1430.12E — Provides instructions for administration of Proficiency Pay in conformance with the more recent Secretary of Defense guidance.

Notices

No. 1070 (29 July) — Reemphasized the continuing need for prompt submission to the Bureau of Naval Personnel of the duplicate copy of the Transfers and Receipts page of the enlisted service record upon completion of each receipt section.

No. 1070 (31 July)—Reissued revised instructions for the verification of enlisted service records which were previously issued in BuPers Notice 1070 of 17 Aug 1962.

No. 1510.69G (31 July) — Requested applications for and outlined eligibility requirements and procedures whereby Navy enlisted personnel may apply for assignment to the Navy Enlisted Scientific Education program.

No. 1070 (3 August)—Provided notification of revision of the Enlistment Contract (NavPers 601—1) and Agreement to Extend Enlistment (NavPers 601—1A) and provided clarification of signature requirements.

No. 1920 (15 August)—Provided additional information to that contained in BuPers Instructions 1926.2B and 1800.1A, concerning the retention on and release from active duty of Reserve officers and the retention, reversion or retirement of temporary officers.

No. 6100 (15 August)—Furnished information concerning the availability and use of the pamphlet "Shape Up."

No. 1650 (16 August) -- Announced award of the Navy Unit Commendation to Heavy Photographic Squadron 62 and All-Weather Fighter Squadron Three, and furnished instructions concerning the method of distribution to eligible personnel.

No. 1531 (21 August) — Announced the list of active duty enlisted personnel who provisionally have been selected for entrance to the U. S. Naval Preparatory School.

No. 5512 (20 August)—Directed attention to *BuPers Manual*, Articles B-2103 and 2105, and BuPers Inst. 1750.5B, regarding the security of Armed Forces Identification Cards (DD Form 2N) and the Uniformed Services Identification and Privilege Card (DD Form 1173).

No. 1020 (3 September) – Announced changes and corrections to *U. S. Navy Uniform Regulations.*

No. 1571 (3 September) – Discussed early detachment from active duty for training for Naval Reserve personnel.

No. 1910 (3 September) – Provided for the personal appearance, upon request, before the Enlisted Performance Evaluation Board of certain enlisted personnel under consideration for discharge.

No. 1120 (9 September) – Announced the selection of personnel recommended for appointment to the grade of ensign, USN, Medical Service Corps.

No. 1306 (11 September) – Announced the sea duty commencement cutoff dates which establish the eligibility of enlisted personnel for Seavey Segment 1-64.

No. 1510 (12 September) – Advised all ships and stations of the increase in the number of nonqualified swimmers graduating from recruit training and advised commanders of their responsibilities for training these personnel.

Survey of Retired Health Care Is Being Conducted By DOD

A study of problems concerning health care benefits for retired members of all the military services and their dependents is underway. It is based upon information contained in returned questionnaires which were mailed to about 20,000 retirees selected at random last September.

The questionnaire dealt with the medical needs of retirees and their dependents, where they get their medical care, how much they are receiving, how much it costs and their ability to meet the costs.

Uniformed services medical facilities are now available to retired personnel and their dependents upon a space available basis. However, the number of retirees is expected to double within the next eight years.

The study group was formed to consider the problems arising from this situation in health care.

Latest List of Motion Pictures Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm feature movies from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

PT 109 (2374) (C) (WS): Drama; Cliff Robertson, Ty Hardin.

The Traitors (2375): Drama; Patrick Allen, Jacqueline Ellis.

Madame (2376) (C) (WS): Drama; Sophia Loren, Robert Hossein.

The List of Adrian Messenger (2377): Suspense Drama; Dana Wynter, George C. Scott, Kirk Douglas.

Constantine and the Cross (2378) (C) (WS): Melodrama; Cornel Wilde, Jean Wallace.

The Thrill of It All (2379) (C): Comedy; Doris Day, James Gardner.

Magnificent Sinner (2380) (C): Drama; Romy Schneider, Curt Jurgens.

13 Frightened Girls (2381) (C): Melodrama; Murray Hamilton, Joyce Taylor.

Lafayette (2382) (C) (WS): Drama; Jack Hawkins, Orson Welles.

Where the Truth Lies (2383) (WS): Drama; Juliette Greco, Liselotte Pulver.

Jason and the Argonauts (2384) (C): Fantasy; Todd Armstrong, Nancy Kovak.

The Old Dark House (2385): Drama; Tom Poston and Joyce Grenfell.

Bye, Bye Birdie (2386) (C) (WS): Musical Drama; Janet Leigh, Dick Van Dyke.

In the Cool of the Day (2387) (C) (WS): Drama; Jane Fonda, Peter Finch.

Terrified (2388): Suspense Drama; Rod Lauren, Tracy Olsen.

The Young and the Brave (2389): Drama; Rory Calhoun, William Bendix.

Gladiators Seven (2390) (C) (WS): Melodrama; Richard Harrison, Loredana Nusciak.

Marilyn (2391) (C) (WS): Documentary; Marilyn Monroe—Narrated by Rock Hudson.

The Invincible Gladiator (2392) (C) (WS): Adventure Drama; Richard Harrison, Isabelle Corey.

The L-Shaped Room (2393): Drama; Leslie Caron, Tom Bell.

Tarzan's Three Challenges (2394) (C) (WS): Melodrama; Jock Mahoney, Woody Strode.

Tiko and the Shark (2395) (C): Mystery Drama; Al Kauwe, Marlene Among.

Twice Told Tales (2396) (C): Suspense Drama; Vincent Price, Mari Blanchard.

Square of Violence (2397): Drama; Broderick Crawford, Valentina Cortese.

The Haunting (2398) (WS): Drama; Julie Harris, Richard Johnson.

Call Me Bwana (2399) (C): Comedy; Bob Hope, Anita Ekberg.

Murder at the Gallop (2400): Mystery Comedy; Margaret Rutherford, Robert Morley.

Down to the Sea in Ships (2401): Drama; Richard Widmark, Lionel Barrymore.

Corridors of Blood (2402): Drama; Boris Karloff, Betta St. John.

All-Navy Cartoon Contest

Alfred Lozano, YNSN(SS), USN



Rules and Regs on the Use of Non-Naval Medical Facilities

FREE MEDICAL and dental services for naval personnel contribute to the Navy's reputation of caring for its own. Occasionally, a Navy man or woman, or someone for whom the Navy is responsible, requires attention where no Navy medical or dental facilities are available, or where those that exist are considered inappropriate.

In such a situation, steps must be taken if the patient is to be reimbursed for his treatment. The Bureau of Medicine and Surgery has issued BuMed Inst. 6320.32, which concerns the use of non-Navy medical facilities by certain naval personnel. This instruction cancels BuMed Instructions 6320.26 and 6322.9 as well as Chapter 20 of the *Manual of the Medical Department*. All hands should be familiar with the new instruction.

Here are the persons eligible for care under this directive:

- A member of the Regular Navy or Marine Corps or a midshipman of the U. S. Naval Academy when on active duty.
- A member of a Navy or Marine Corps Reserve unit on active duty or inactive duty training.
- A member of the Navy or Marine Corps Reserve ordered to duty individually (not as a member of a Reserve unit).
- A member of the Naval Reserve Officer Training Corps who is also a midshipman in the Naval Reserve (regular student) while on active duty.
- A member of the NROTC who is not a midshipman in the Naval Reserve (contract student) while on active duty.
- An applicant for commission or enlistment in the Navy or Marine Corps who suffers an illness or injury while undergoing examination in Navy facilities (eligible for emergency medical care).
- A retired inactive Navyman or Marine is eligible for care in the facilities of the other services on a space available basis. He may also receive care in other federal facilities with the approval of the Bureau of Medicine and Surgery. Non-federal civilian facilities may be used for retired inactive personnel only if the care is beyond the capabilities of the service hospitals and other federal medical facilities in the area.
- A member of another uniformed service of the U. S. may receive medical attention in non-Navy facilities at Navy expense under certain conditions defined in article 11-7(3)(b) of the *Manual of the Medical Department*. The patient must require medical or dental care beyond the capabilities of the Navy hospital administering the treatment.

Normally, a Navy man or woman in a duty status will receive medical and dental care at the medical facility of the service which serves his unit or organization. Any person whose eligibility depends upon his being in a duty status at the time the care is provided is considered to be in a duty status if he is on authorized leave or liberty.

Naval personnel away from their duty stations may receive medical or dental care by applying at the nearest service facility. An inactive retired Navy man or woman may obtain care in uniformed services facilities other than Navy upon request and presentation of valid identification.

Under the new Instruction, a retired member of the Navy or Marine Corps means a member or former member of the Navy or Marine Corps who is entitled to retired, retirement, retainer, or equivalent pay from the Navy or Marine Corps. This term does not include a member of a Reserve component who is entitled to retired pay by reason of years of satisfactory federal service and who has not served on active duty for eight years other than for training duty.

An inactive retired member of the Navy may obtain care in federal facilities other than those of the Army, Navy, Air Force, or Public Health Service if the Bureau of Medicine and Surgery earlier approves.

Care in these facilities for other eligible personnel must be requested in advance by the commanding officer of a naval activity. The CO must first determine that appropriate facilities of the uniformed services are not available.

For treatment in non-federal civilian facilities at Navy expense, other requirements must be met. Care in facilities of foreign governments is included in this section.

In an emergency, non-federal medical service may be obtained without previous authorization. An emergency is defined as a situation in which the need or apparent need for medical or dental attention is so acute that there is no time for advance application.

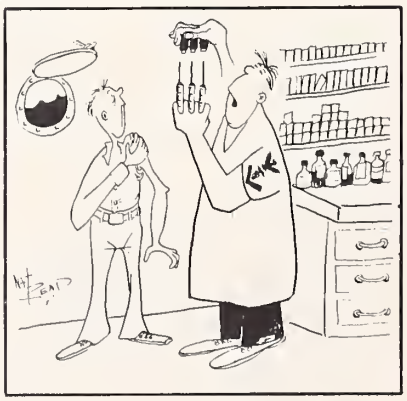
Emergency dental care is limited to measures which relieve pain or stop infection. It does not include the furnishing of prosthetic appliances (false teeth, bridges, etc.) including crowns or inlays, or the use of gold or other precious metals for fillings.

Except for emergency situations, care from non-federal sources may be provided at Navy expense only when authorized in advance.

Before any care from non-federal sources may be authorized, it must be determined that appropriate Navy or other federal facilities are not available. Several factors must be considered before non-federal civilian facilities will be authorized. Consideration will be given to the seriousness of the condition requiring attention, the distance to the nearest federal facility, the effect of the loss of the patient's services if transfer were to be made, the cost to the Navy if non-federal sources were to be used, compared with the cost if the patient were transferred, and whether the individual will be moving soon to a place where appropriate federal facilities are available.

The Instruction states that au-

All-Navy Cartoon Contest
ENS Nat B. Read, USNR



"It's the Navy's new three-in-one shot."

thority should not be granted for treatment of more serious conditions in non-federal facilities if special Navy or other armed forces facilities are available.

Treatment may include hospital care, surgery, nursing, medicine, laboratory and X-ray services, physical therapy, eye examination, and similar services.

Dental care includes:

- All types of treatment rendered to relieve pain and stop infection.
- All types of operative or restorative treatment within the limits of the first definition.
- All types of oral surgical treatment within the scope of the first definition.
- Prosthetic treatment rendered to restore extensive loss of masticatory function or the replacement of front teeth for esthetic reasons.
- Repair of existing dental prosthesis (false teeth, etc.) in instances where neglect would make them unusable.
- Any type of treatment rendered in connection with medical care.
- All X-rays, drugs, etc., required to accomplish treatment in any of the categories already named.

Requests for treatment should normally be submitted by letter. In unusual circumstances, message or telephone requests may be made.

Lineal Number Ceilings Set for Reserve Officers Requesting USN Transfers

New lineal number ceilings have been set for Naval Reserve officers desiring transfer into the Regular Navy via the Regular Navy Augmentation Program. The new eligibility dates of rank were imposed by change four to BuPers Inst. 1120.12I and became effective 1 October.

Naval Reserve officers who are not senior to the lineal positions listed below (but with over 18 months of active commissioned service) may request appointment in the unrestricted line or staff corps categories for which they are best qualified.

- Line (110X) officers with or junior to lineal number 23674-15 (see *Officer's Register*, NavPers 15018 of 1 January 1963).
- Line (13XX) officers with or junior to lineal number 23674-15 (NavPers 15018 of 1 January 1963).
- Temporary limited duty officers not above the grade of lieutenant for appointment in the unrestricted line or staff corps for which they may qualify.
- Special Duty (Law) (162X) officers with or junior to lineal number 23675-25 (NavPers 15018 of 1 January 1963).
- Medical Service Corps (230X) officers with or junior to lineal number 23681-70 (NavPers 15018 of 1 January 1963). Only officers of the Naval Reserve and temporary (USN) components of the Medical Service Corps are eligible to apply under this category.
- Supply Corps (310X) officers with or junior to lineal number 23675-35 (NavPers 15018 of 1 January 1963).
- Chaplain Corps (410X) officers with or junior to lineal number 23754-45 (NavPers 15018 of 1 January 1963).
- Civil Engineer Corps (510X) officers with or junior to lineal number 23676-80 (NavPers 15018 of 1 January 1963).

WOMEN

- Line (110X) officers with or junior to lineal number 86355-50 (NavPers 15018 of 1 January 1963).
- Medical Service Corps (230X) officers with or junior to lineal number 23681-70 (NavPers 15018 of 1 January 1963). Only officers of the Naval Reserve and temporary (USN) components of the Medical Service Corps are eligible to make

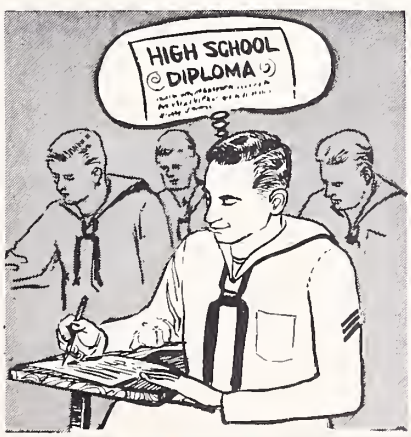
HOW DID IT START

GED Tests Measure Your Ability to Think or Thwim

General Educotion Development (GED) tests ore the key to success for mony of todoy's Novymen. For instance, men with only two yeors' formol high school education moy still quolify ocodemicolly for the Novy's Nucleor Power School—if they hove successfully completed o high school level GED test.

These tests ore no less useful to the mon who intends to enter civilion life. Colleges, universities ond employers in olmost every stote recognize the GED test os on occurote meosure of the obility to think clearly, to interpret and to evoluote.

Present high school level GED tests consist of five ports: Correctness ond effectiveness of expression, sociol studies, noturol sciences, interpretotion of literory moteriols ond generol mothemoticol obility. College level tests, olso ovoiloble to Novymen, cover the some subjects (on o college level) except for mothemotics. Moth tests ore ovoiloble seporotely.



It all begon 20 yeors ogo, in 1943, when the first servicemen sot down to toke the GED tests.

The tests hod been completed ond stondordized by the U. S. Armed Forces Institute with the oid of o group of civilion educotors. They were first intended to help the veteron (who often hod not completed high school) reodjust to civilion life. Mony veterons who could not continue their high school educotion opplied for—and received—high school diplomos after they hod possed the GED exominotion.

The success ond reputotion of the tests grew ropidly, ond mony stote educotionol officials felt the GED progrom should not be limited to veterons ond servicemen, but should be ovoiloble to oll odults. Soon ofter the end of World Wor II, these tests were mode ovoilable to oll odult residents of o mojority of stotes ond territories.

By 1955 the tests were well estoblished. More thon 120,000 high school exominotions were odministered to servicemen that yeor ond over 40,000 were given to civilions. Todoy over 2,000,000 servicemen hove token the high school exominotion ond 750,000 hove tested their skill on the college level GED tests.

application under this category.

- Nurse Corps (290X) officers with or junior to lineal number 23677-50 (NavPers 15018 of 1 January 1963).
- Supply Corps (310X) officers with or junior to lineal number 87038-20 (NavPers 15018 of 1 January 1963).

Regular Navy officers who are serving in a temporary commissioned status, not above the grade of lieutenant (including limited duty only, temporary, officers) may request appointment in the unrestricted line or staff corps categories for which they are best qualified.

Test Pilot Billets Open For LTJGs, LTs and LCDRs Now Serving on Sea Duty

If you're an officer aviator who'd like to get into the interesting—and exciting—field of test piloting, now's the time to review the latest Fleet-wide directive on the subject.

If you can qualify, the seemingly glamorous test pilot barrier is not hard to break. But if you crack it, you'll probably find that there's very little razzle-dazzle. You can count on plenty of precise, methodical hard work.

For general test/research pilot eligibility, you must be a naval aviator in grades LTJG, LT, or LCDR, and must be on sea duty at the time you apply. And, you must meet specific requirements appropriate to the various training programs available.

BuPers Inst. 1331.3D explains the over-all procedures used to select test pilots, and briefly describes the three training school programs in which Navy flyers participate.

- *U. S. Naval Test Pilot School*—The Naval Air Test Center at Patuxent River, Md., tests virtually all new aircraft produced for the Navy. The Navy Test Pilot School, also located at Pax, trains experienced Fleet aviators to conduct the tests. NTPS training is approximately eight months long. Ten officers are selected for classes which convene each Oct, Feb, and Jul.
- *USAF Aerospace Research Pilot School*—Class quota authorities at this school, located at Edwards AFB, Calif., now attempt to work two naval aviators into each scheduled training course. When quotas are available, two Navy pilots are selected for classes convening each Jan, May, and Sep. Aviators are trained to test and evaluate new aircraft, manned space vehicles, and related aerospace equipment. The course lasts approximately 12 months.
- *British Empire Test Pilot School*—You go abroad for this one. Located at Farnborough, Hampshire, England, the British Test Pilot School provides the British Ministry of Supply with aviators qualified to fly experimental aircraft. Two U. S. Navy aviators are selected for classes which convene each February. The course takes about 10 months.

All three courses provide academic study in aerodynamics, stability and power plant analysis, and related aeronautical engineering subjects. The flight syllabus of each is designed to give you experience in testing modern aircraft and reducing and reporting the information you obtain.

At the Edwards AFB school you would also practice in various flight simulators that exhibit characteristics of manned aerospace vehicles.

Keep in mind that if you can qualify you could be selected for any one of the three school training programs, regardless of the one you request.

In addition to the general eligibility factors already mentioned, you must meet other qualifications. For enrollment at the U. S. Naval Test Pilot School, and the British Empire Test Pilot School, you must have completed college physics and mathematics through college algebra, and have had recent pilot experience in operational aircraft.

To be selected for training at the USAF Aerospace Research Pilot School, you must be age 32 or less at the time you apply, and you must have a bachelor's degree in engineering, physical science, or mathematics. In addition, you must have acquired at least 500 hours as a pilot in helicopters, jet or turbo prop aircraft, or supersonic fighters or trainers (or any combination), or have acquired at least 1000 hours as a pilot.

It's important that you submit your application at the appropriate time. Appropriate, here, means while you're on sea duty, no sooner than 12 months before your normal rotation ashore. (This will give you sufficient time ashore to complete your training and move into a test pilot billet.)

Your application should include the following:

- Total number of flight hours.
- Number of day and night carrier landings.
- Completed Officer Preference and Personal Information Card (NavPers 2774—current revision).
- Educational background. If you're not sure a college transcript is on file in your Bureau records, you should submit one with your application.
- A four by five-inch picture of yourself. (Use the format prescribed in the *BuPers Manual*, Art. B-2210-2d.)

Also, you must include in your application an agreement not to resign or request inactive duty (if you're USNR) while in training, and an agreement that you will serve on active duty for at least one year for each six months of training you receive. Your obligation would commence upon completion of training.

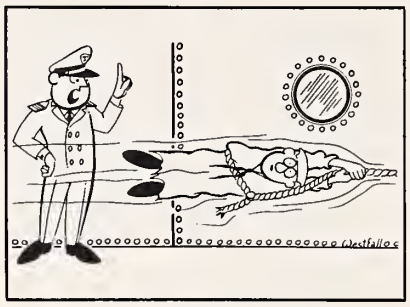
Your commanding officer must endorse your application. He should include an evaluation of your temperament and motivation, and a statement concerning your ability as a pilot.

Selections to fill the various test pilot training quotas are made by boards that convene approximately two to four months before courses convene, as follows:

Board Meets During	To Select Students For Classes Convening in
June	September, October
October	Janoury, February
Morch	Moy, July

All selections are geared to specific classes. Your sea to shore rotation must be consistent with a class convening. So check those dates.

All-Navy Cartoon Contest
Carl R. Westfall, SN, USN



"I said slack off, sailor!"

Pointers for the Navy Family Reporting for Duty in Greece

A NAVY DUTY assignment in Greece may not be expected by the majority of Navymen, although the ratings that have served there range from Seabee construction electricians to the usual disbursing clerks and yeomen, and officers in most categories. Consequently, this country—the birthplace of democracy — remains little known to most Navymen.

Those who have served there in the past, it has been noted, suffer a nostalgia that never fades—sometimes to the boredom of their subsequent shipmates.

History and glamour are here in abundance. Aside from that, a few practical tips on living conditions will be of interest, even to the man who arrives on a weekend liberty. The Personal Affairs Division (they get around!)of the Bureau of Naval Personnel has a few words of advice to help guide you through your tour in Greece.

Passports—A passport with entry visa is required. It is necessary that you bring 10 extra passport photos. These photos will be used for police pass, consul registration and/or international driver's license.

Greek law requires that each person carry a Greek government identification card. Application may be made upon arrival.

Dependent Travel Authority—Travel of dependents to Greece is authorized in accordance with the instructions contained in their orders. Entry clearance is required from Greece.

To obtain transportation for dependents, you should submit an "Application for Transportation of Dependents" (DD Form 884), with two certified copies of your orders, to the Bureau of Naval Personnel (Pers B313). Upon receipt, your dependents will be advised regarding a tentative reservation, baggage allowances, passport and immunization requirements. Travel will be by commercial surface or commercial air (tourist class) from New York.

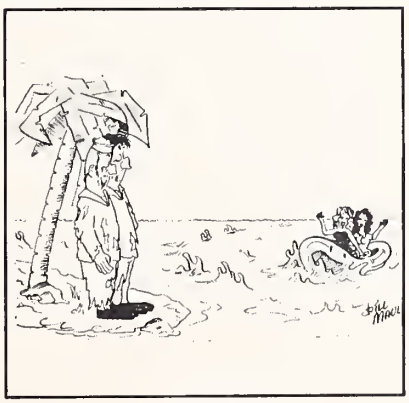
Shipping and Packing—There are no special arrangements necessary. To avoid delays all luggage should be marked with: Name, rank or rate, serial number, branch and the activity to which you are going.

There are no local restrictions on size or weight of cartons. The motor, serial numbers, make and year of your car should be forwarded to the Shipping and Customs Sub-Unit, Embassy Administrative Services, APO 223, New York, N. Y., at the time the car is shipped. Insurance adjusters are available if claims are made. JUSMAG has limited facilities for temporary storage of personal and household effects. Clearance through customs usually requires about five to seven days.

See your nearest naval shipping officer relative to the shipment of household goods and automobiles. There are no entry restrictions on household effects for JUSMAG members and dependents if items are for personal use only.

Climate—The climate of Athens is generally very agreeable. The temperature ranges from 25 degrees above zero in the winter to 100 degrees above in the summer. Winter includes December, January, February and March, with an average temperature of about 40 degrees; Spring, consisting of April and May, has weather similar to that in Washington, D. C., during the same period; the average temperature for the summer, June through September, is about 90 degrees. The summer evenings are usually cool and pleasant. The humidity rarely exceeds 60 per cent and, on the average, is about 40 per cent. There is little or no rain from April to October; there is, however, considerable rain during the winter months. The fall months, October and November, are similar to New England weather in September and October.

All-Navy Cartoon Contest
William R. Maul, CT1, USN



"Act casual."

Housing and Furnishings—The deluxe hotels in downtown Athens are relatively expensive; a single room with bath, continental breakfast included, is currently the drachma equivalent to $5.50, a double room with bath is $9.00. Suburban hotels, with breakfast, cost about $3.00 for a single room and $6.00 for a double with bath. Meals in downtown hotels cost about $.50 for breakfast, $1.00 to $1.50 for lunch, and $1.50 to $2.00 for dinner. These prices are slightly less in the suburban hotels.

A temporary living allowance is paid for a maximum of 60 days after arrival and is considered adequate to cover hotel costs during the house-hunting period. Generally speaking, this allowance permits incoming personnel to find suitable permanent housing without undue strain or pressure. The allowance is stopped when you move into permanent quarters.

The furnished houses and apartments have the bare essentials in furniture, by American standards, but they do not have an adequate supply of linens, blankets, pillow cases, end tables, lamps, silverware and card tables. Therefore, if you are considering a furnished house or apartment you should bring a supply of these things, because these items purchased on the local market are inferior in quality, by American standards, and are much more expensive. Refrigerators are seldom included in furnished houses and apartments. Adequately furnished places are scarce and expensive. Most families bring their furniture.

Those considering an unfurnished house or apartment should ship the items required, unless you want to purchase the furnishings on the local market or from families rotating to the States. All necessary items in furniture can be obtained in Athens but good furniture by our standards, at a reasonable price, is not available. Greek beds and mattresses are uncomfortable for most Americans. Very little furniture is available at the AFEX. Electrical appliances, however, are available for purchase.

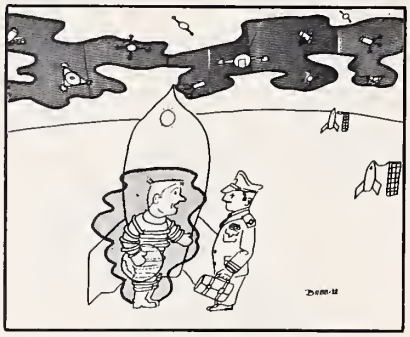
Furnished and unfurnished private houses are available in the suburbs and are suitable for most family requirements. Furnished and unfurnished apartments are available in downtown Athens but there are very few houses. Boarding houses are seldom obtainable. It will be wise to investigate thoroughly and obtain competent local advice on rentals before making any commitments. All houses use electricity for lighting. Almost all centrally heated houses use oil for heating. Oil is $43.35 per ton (about 265 gallons).

Washing Machines and Stoves—If you already have an automatic washer, bring it. Although some older houses are not equipped with proper hookups for automatics, most new houses are. It is also recommended that you bring spare internal fuses, water pump parts and belts, as some spare parts for particular makes are not available on the local market. Bottled gas for stoves is available and costs considerably less than electricity. If you are contemplating bringing a gas stove, it is recommended that before shipment you have it converted, if necessary, to burn bottled gas. Locally made stoves are available, but are not satisfactory. The AFEX has electric stoves on sale most of the time.

Electrical Equipment and Appliances—Mixers, toasters, irons, grills and other useful kitchen appliances may be used with transformers. Normally, these appliances are available in the local AFEX. Washing machines (wringer type), refrigerators, electric stoves and deep freezes are normally available in the local AFEX, either directly from the store or by special order. A waiting period of four to six months is necessary on a special order of this type. Reasonable repairs for radios are available. If you bring a record player, it will have to be equipped for 50-cycle operation. This conversion is available in Athens.

The electricity in Greece is 220-volt, three-phase, 50-cycle, AC, and is expensive. If you bring 110-volt equipment, step-down transformers are essential. Transformers are available, in the local AFEX or from personnel completing their tours, at lower prices than in the States.

All-Navy Cartoon Contest
Richard Lee Bobbitt, YN3, USN



"No, Sir, I'm not worried about the radiation or meteors. I'm trying to figure out how to get through our satellites."

Domestic Help is customary in this area and is considered a practical necessity by many, particularly those with families. The average family in Athens has a general maid, who cleans the house, washes dishes, helps with the children and does the washing and ironing. The average salary is $25 to $50 a month, plus a one and one-half month bonus, usually paid one month at Christmas and half a month at Easter.

Clothing—Service dress white, as well as tropical white (with long trousers), and khaki uniforms are worn frequently. You should bring an adequate supply, as the local AFEX does not stock Navy uniform items. The prescribed uniform or appropriate civilian dress is worn by service personnel during duty hours. Summer uniform is usually worn from 15 April to mid-October.

Since time may be spent ship riding and visiting Greek Navy shipyards, adequate uniform wash clothing should be taken. Uniform equipment can occasionally be purchased from visiting Sixth Fleet ships.

Uniforms are not required when off duty. Civilian clothes may be purchased in Athens, but they are high.

A limited range of men's clothing is carried in the AFEX. Either the uniform or civilian formal dress is acceptable for unofficial formal social affairs. Clothing for the Athens area should be similar to that which you would select for the Washington, D. C., area.

Officers—especially the more senior ones—should come with both blue and white mess jackets. Dress uniforms are recommended for all officers.

Women's Clothing—In the winter, most of the homes are inadequately heated; therefore, clothing should be warm. Dresses worn during the day and evening are similar to those worn at home in the States. Woolen socks, sweaters, slacks and sport shirts, are recommended for comfortable relaxing at home. You'll also want a warm dressing gown and house slippers.

The summers are fairly hot and long. Therefore, a supply of lightweight clothing is essential. Cottons and washable silks are popular and most useful. Some lingerie may be obtained at times in the AFEX, but the selection is limited.

Children's Clothing is obtainable in Athens, but it may not be the type and quality found on the American market. The AFEX will occasionally feature such items as overalls, dungarees, diapers, shoes, and other clothing which serves to supplement the child's wardrobe. You are advised to bring a maximum of six months' supply of clothing for your children. If the baby is crawling around in the winter an adequate supply of warm overalls and sweaters should be included, because many of the homes have marble floors which are cold.

Food and Beverages—A primary source of food for the military in Athens is the U. S. Air Force commissary, which is comparable in most respects to a small neighborhood supermarket in the States. The facilities of the commissary are available to all military personnel and their dependents.

The local market provides every essential food. Fresh fruits and vegetables may be purchased, in season. All familiar meats are available and are of good quality. Pork is the only meat which can be classed as doubtful, in view of the presence of trichinosis in Greece. Fresh fish is excel-

ANSWERS TO QUIZ AWEIGH

Quiz Aweigh may be found on page 45.

1. (a) Normal pace (120 steps per minute).

2. (b) Shift your weight, maintaining silence and keeping your right foot in place.

3. (c) Two or more squads.

4. (b) 30 inches.

5. (b) Line up squarely at an arm's length from the man in front.

Has All Hands Told Your Favorite Story?

All Hands Magazine wants to know about your ship, your command, and about you, if you have an interesting story to tell.

All Navymen—not only journalists, photographers and public information officers—are encouraged to submit to All Hands material which they consider interesting to other Navymen. All material is carefully considered for publication.

Here are a few suggestions and pointers that may help you get started in the right direction:

What you consider a routine day-to-day job of the men in your ship or unit is probably the story that the rest of the Fleet will find most interesting. Remember, it's only the man on the scene in a nuclear carrier—on a tugboat—or in the submarine service—or the Seabees—who knows well what's going on in *his* outfit. To other Navymen this is news, and this is the only way the rest of us can get to see how all the different parts go to make up the world's greatest Navy. *There's a good story in the job you do.*

Articles about new types of unclassified equipment, unclassified research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours—in hobby shops, daily shipboard activities, sports and recreation, training—and humorous and interesting feature subjects—are all of interest to our readers.

Photographs which illustrate the above subjects are very important to the articles—and desirable, if you have them. (However, *don't* hold back a good story because you don't have photographs.)

Clear, well-identified, 8-by-10 (if possible) glossy prints add immeasurably to the value of your written material. All persons in the photographs should be identified by full name and rate or rank (whenever possible). Location and general descriptive information should also be included in the cutline along with the name of the photographer.

Don't send pictures of teams or large groups who are mugging the camera—we prefer action pictures. Also make sure all personnel are in proper uniform and not in slovenly poses. Hats should be squared, pockets empty (no cigarettes or pencils), sleeves rolled down, and men not obviously in need of haircuts. All Hands is unable to use hundreds of pictures each year because of these reasons.

Photographs of such routine ceremonies as a new CPO eating his first meal in the CPO mess, or a blood donor lying on a cot are of little value to us. Here again, we receive hundreds of photos like these, and they all show almost the same thing.

We do *not* use poems (except New Year's logs) songs, stories on change of command, or the editorial type of articles.

Written material should be typed, double-spaced on one side of the paper, with the writer's name and rate or rank shown some place on the copy. If the material is being sent exclusively to All Hands Magazine, please say so.

Photographs should be mailed flat with stiff cardboard reinforcement. Do not write on the back of the photos with a sharp pencil or pen, and do not staple or pin material to the photos. Do not send negatives.

Photographs that have been released should be stamped "released" on the back along with the name and location of the activity sending the pictures.

If your article is timed for a certain date or event, it must be in the hands of the editor before the first of the month prior to intended publication. Thus, 1 June is our absolute deadline for the July issue, and *your* material should arrive at least one or two weeks before that, if at all possible. Extensive research, rewriting or security clearance may hold up material for some time after it reaches All Hands, *so submit your material early,* preferably two or three months in advance.

Address material to All Hands (a forwarding letter is not necessary) as follows:

Editor, All Hands, *1809 Arlington Annex, Navy Department, Washington 25, D. C.*

From time to time All Hands is accused of hitting one ship, or activity or area too hard, and forgetting about others. The only reason we run articles about other ships or stations and about other Navymen is probably because they submitted an interesting article—and you did not.

Put your facts on paper. Remember, every Navyman can be a newsman—so let's hear from you.

lent in Athens. Baby foods in ample variety are stocked in the commissary. Should a child need some particular food, it might be wise to bring a supply.

A wide variety of whiskies, gins, vermouth, rum, wines and liquors are available at extremely reasonable prices. If you use any unusual spices in preparing your favorite dishes, it is suggested that you bring those.

Medical Care and Health Controls—Local laws covering the storage and sale of food are in effect, but are not rigidly enforced. Refrigeration of meat and other perishable food is not always satisfactory. However, restaurants are well patronized by Americans, and most Americans purchase some of their food, including meats, on the local market.

There are no unusual health risks involved in living in Athens, if precautions are taken in disinfecting fresh fruits and vegetables and in the choice of foods when eating in restaurants. The major communicable diseases are dysentery (amoebic and bacillary), infectious hepatitis and tuberculosis. Other illnesses in Greece are typhoid and para-typhoid, trachoma, diphtheria and poliomyelitis. Americans are susceptible to intestinal disturbances.

The U. S. Air Force operates a dispensary, dental clinic and small hospital some 10 miles from Athens. It does not have facilities for specialized treatment. Wives are given

pre-natal care at the dispensary, and confinement is usually in the U. S. Air Force Hospital, Wheelus Field, Tripoli, Libya. Under provisions of the Medicare Act, expectant mothers have the option of seeking pre-natal care and confinement treatment through Greek civilian doctors.

Dental care is limited, and all persons going to Greece are advised to have all necessary dental work accomplished prior to departure from the States. Emergency work is available and routine care is provided.

Optical and ophthalmological work should be completed in the U. S. where possible. Optical prescriptions can be filled in Athens; however, if you wear glasses, bring an extra pair with you, as well as an up-to-date prescription for lenses and frames.

Education—An association known as the American Community School Board has assumed responsibility for cooperative management of schooling for dependent children. Tuition, paid from government funds, is currently $385 per school year. School buses are run by the school. The school operates from kindergarten through the 12th grade level.

Some children attend a Catholic school for boys and girls through the eighth grade. Classes are conducted in English.

Churches—Most of the local population is Greek Orthodox. For Americans in Greece, services are conducted regularly in Protestant, Catholic and Jewish faiths. An inter-denominational Protestant church, privately supported, is active in the community.

Clubs — The American Club in Kifissia, one of the suburbs of Athens, is sponsored, controlled and financed by private membership. It provides dining and grill rooms, cocktail lounge, bar, weekly dances, movies, bingo and other entertainment. There is a small swimming pool. Membership is inexpensive and open to all U. S. citizens. The Air Force has an NCO club in Glyfada and an officers' club at the air base. There is a camera club among U. S. aid mission members. Bring your camera (but not all sizes of films are sold at the Exchange). The scenery around Greece presents excellent photographic possibilities. Other available organizations or clubs are the Tennis Club, Rod and Gun Club, and American Women's Organization of Greece. The Royal Yacht Club extends temporary membership to persons connected with the Mission. There is a riding club which is open for membership. Memberships in all the clubs are reasonable.

Sports and Outdoor Life—Spectator sports consist of horse races, track meets, soccer and basketball games and tennis matches.

There is a nine-hole golf course about 15 miles from Athens. It is open year round, utilizing auxiliary sand greens during the late winter months. Green fees are $1.25 for 18 holes.

There are numerous beaches near Athens which are easily reached by automobile. Swimming is a favorite sport; the water is clear and refreshing, and there is no surf. There are excellent tennis clubs available at very reasonable membership fees.

Spear Fishing—Spear fishing and rod and reel angling are popular around Athens. During the season, hunting for duck, geese, quail, dove and rabbit is reasonably good. Fair trout fishing is available in the mountain streams in northern Greece. There are no restrictions on bringing sporting firearms; however, they must be registered.

Music—During the summer, symphonies and special concerts are given in the old Roman Herodus Atticus Theater, an outdoor arena. The winter concert season begins in October and continues until June, during which time many fine symphonies, special concerts and lectures are presented.

Dining Out — There are several good places with a reasonable variety of food. The American Club specializes in American-style dinners costing from $1.00 to $1.50. An average dinner in the Greek restaurants, including local wine, will cost about $1.50 to $2.00. The better class taverns provide a pleasant evening out; the food is in Greek or European style in good quality and variety at reasonable prices.

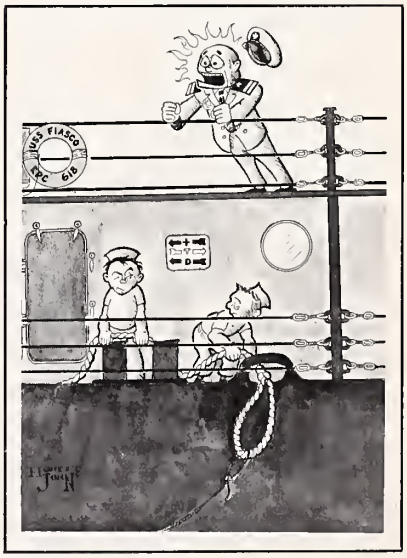
Automobiles—You will find a car essential. Traffic is on the right. All makes of cars can be serviced in Athens, and spare parts are available. The upkeep of a car in Greece is slightly less than it would be in the U. S. Registration of a private automobile is made for 20 drachmas ($.67) upon presentation of a valid international driver's license. The required license is easily obtained in Athens, and costs 100 drachmas ($3.33). To obtain an international license, a valid stateside license (from any state) is required.

Local insurance companies are reliable and good. Claims are settled promptly. A minimum of insurance on automobiles is required. The insurance may be purchased through Greek companies. The minimum rate will be approximately $120.00 per year. Only one car per family may be imported into Greece without special authorization.

Gasoline and oil may be purchased tax-free through a coupon system. Gas now costs about 25 cents per imperial gallon (1.1 U. S. gallon). Oil costs about 45 cents a quart.

Transportation—The JUSMAG-operated bus system provides limited transportation in and near Athens for employees of the combined U. S. government agencies. During the non-rush hours, the Greek bus system provides adequate and cheap local transportation. There is an electric train connecting Athens with Kifissia to the North and Piraeus to the South. Taxis are plentiful and rates are reasonable within the city; suburban runs are more expensive

All-Novy Cartoon Contest
John R. Thornton, SOG2, USN



"Incidentolly, do you reolize whose car window that monkey's fist just went through?"

than in many areas of the U. S.; averaging about 32 cents a mile.

Local or nearby trips are normally taken by automobile. The local steamers take passengers to the famous Greek islands. Athens is a mainline air stop. Consequently, air travel facilities are readily available. Piraeus, the liner stop for Athens, is a major Mediterranean port of call. Railroad travel in Greece is not up to the American standard, but can be used to make connections with other European countries.

Free Entry Privileges—All military personnel, dependents and personnel employed by the U. S. government are authorized free entry into Greece of any and all personal effects, food and supplies for personal consumption. This free entry privilege continues for the duration of your stay in Greece.

There is no customs duty levied on articles imported for personal use of personnel and their dependents. However, should any item be sold within Greece to a person not having free entry privilege, duty must be paid by the buyer.

Currency Regulations—The unit of currency is the drachma. Thirty drachmas equal one dollar. The use within Greece of any currency other than drachma is illegal. However, military personnel and their dependents are authorized and required to use dollars at the APO, AFEX, snack bar and commissary. Greek law requires that all foreign currency must be converted into drachmas through authorized agencies, such as commercial banks, the American Express Company and hotel cashiers. The EAS cashier's office will convert dollar instruments into drachmas for personnel and their dependents. There is no limitation on the amount of dollars and traveler's checks which one may take into Greece.

Telephone and Telegraph — Telephones are in limited supply, and it is generally wise to rent a house with a telephone already installed. Cost of installation or re-registering is 120 drachmas ($4.00), and a long delay in obtaining it may be expected. Trunk lines for long-distance calls to the U. S. are open during a portion of the day. A three-minute call to New York from the city of Athens costs approximately $15.00.

Use of New ZIP Code Will Zip Your Mail Through Snow, Rain, Hail, Fog

By now you're probably aware of the new Postal Zoning Improvement Plan, or ZIP. The U. S. Post Office Department has designed ZIP to speed up the handling and delivery of mail.

In general, the plan is built around various five-digit numbers, called ZIP codes, which should appear in the address of letters and stationery.

Where does the ZIP code go on the envelope? Right after the state. If your ship or station has been assigned a ZIP code, and many have (see below), you are encouraged to use it on all your correspondence.

ZIP codes expand on the present postal delivery system of one- or two-digit zone numbers. The method provides a uniform arrangement by which mail can be mechanically presorted and handled faster by postal employees.

This could mean your wife will receive her allotment check, mailed from Cleveland, Ohio, a day sooner, for example. Improved mail service is just one of the immediate results of ZIP. Reduced post office costs, and mechanical mail sorting, are expected to come later.

Here's an example of what a ZIP code means. Let's say you live in Arlington, Va., at an address that has been in present delivery zone 7. If so, your ZIP code is 22207. The first digit designates one of 10 national service areas. In this case, the service area consists of the District of Columbia, and the states of Maryland, Virginia, West Virginia, North Carolina, and South Carolina.

The second digit identifies the service area subdivision or, in this case, a portion of Virginia. The third digit specifies Arlington, and the last two digits identify your old postal zone number.

As far as the Navy is concerned, appropriate ZIP codes should be used whenever possible. A Fleet-wide directive on the subject, OpNav Notice 2700 (dated 28 Aug 1963), has announced that overseas Navy post offices, already identified by familiar Navy numbers, and the two Fleet Post Offices, all have new ZIP codes.

All commands, activities, and units receiving mail service through the same Navy number address should use the assigned ZIP code, listed below.

The ZIP codes assigned to FPOs are for use in common by ships, mobile units, and commands that don't use geographical locations or Navy numbers as a part of their official mail address.

Ships and units assigned the "Fleet Post Office, New York, N. Y.," address should use ZIP code 09501 after the state.

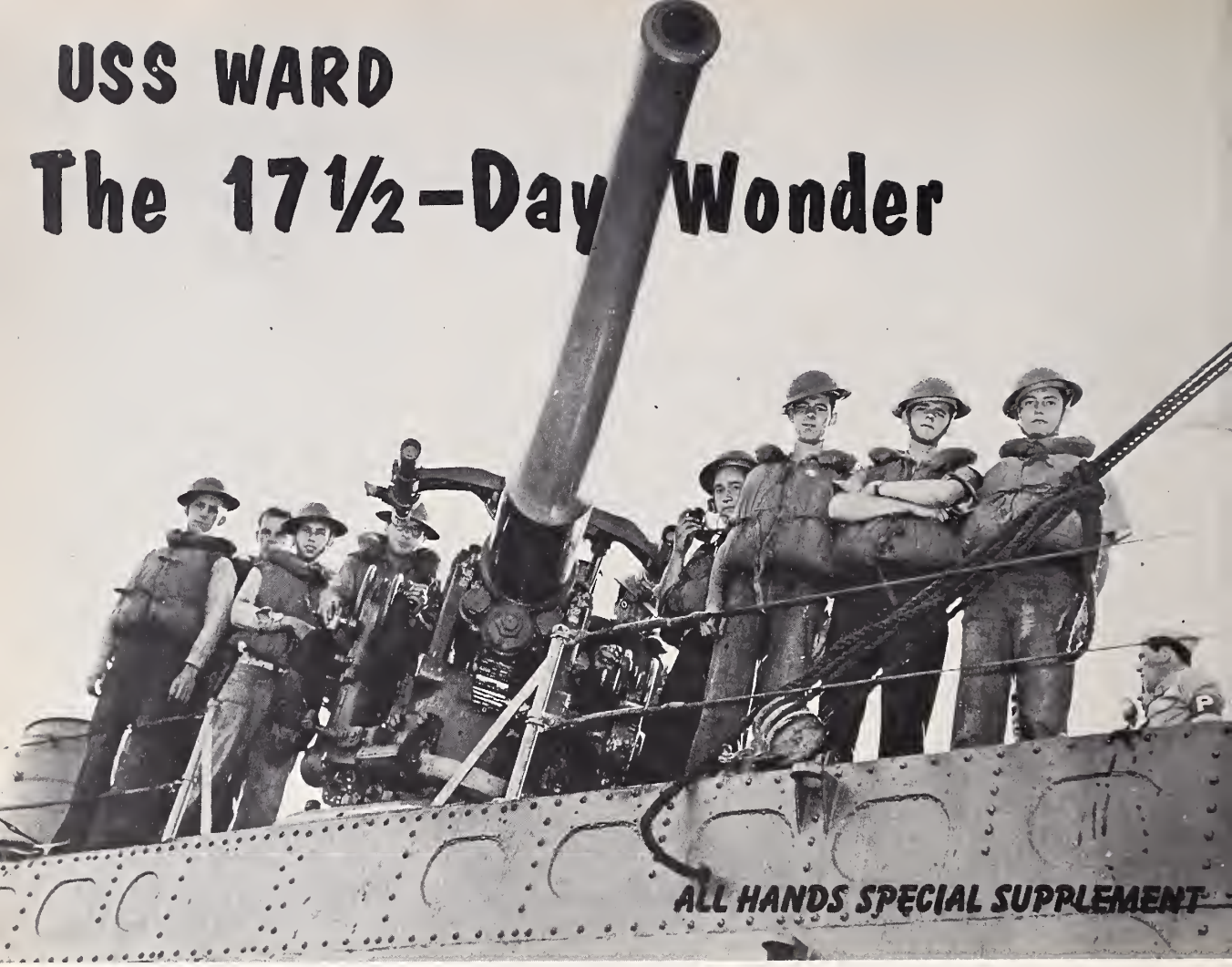
Those assigned "Fleet Post Office, San Francisco. Calif.," have ZIP code 96601.

Codes are also planned for state-side Navy commands. These will appear in forthcoming editions of the *Standard Navy Distribution List and Catalog of Naval Shore Activities.* In the meantime, postal authorities may assign your command an appropriate ZIP code. If so, you should use it.

At left is the list of ZIP codes assigned to Navy numbers:

NAVY NO.	ZIP CODE	NAVY NO.	ZIP CODE
14	96611	535	96623
20	96648	537	09576
66	96612	539	09575
85	96613	540	09574
100	09599	555	09573
101	09598	566	09572
103	09597	568	09571
104	09596	570	96624
106	09595	572	96625
109	09594	577	09569
115	09593	580	96626
116	09592	585	09568
117	09591	597	96627
121	09589	720	09567
127	98790	824	96628
128	96614	830	96629
130	96615	846	96631
133	09588	850	96632
138	09587	875	96633
141	09586	905	96634
161	96616	913	09566
188	09585	926	96635
200	09584	935	96636
214	09583	943	96637
220	09582	955	96638
230	98791	961	96639
240	09581	990	96641
505	09579	1506	09565
509	96617	3002	96642
510	09578	3080	96643
513	96618	3835	96644
520	96619	3867	96645
522	96621	3912	96646
531	96622	3923	96647
533	09577		

USS WARD
The 17½-Day Wonder



BIG SHOTS—Gun crew of *USS Ward* fired first shot on the day of Pearl Harbor attack. They pose by their gun.

"WE HAVE ATTACKED, FIRED UPON AND DROPPED DEPTH CHARGES UPON SUBMARINE OPERATING IN DEFENSIVE SEA AREA."

With this terse message, LCDR W. W. Outerbridge, USN, *commanding officer of* USS Ward, *signaled the beginning of the United States participation in World War II.* Ward *had sighted and sunk a midget Japanese submarine tracking the target ship* USS Anteres *(AG 10) off the channel entrance—an hour before the first Japanese air raid on Pearl Harbor, 7 Dec 1941.*

This is an account of the life of USS Ward *(DD 139, later APD 16), prepared from material made available by the Ships' Histories Section, Division of Naval History, and from the research files of* ALL HANDS *Magazine.*

USS WARD, named for CDR James Harman Ward, the first officer of the U. S. Navy to be killed in action during the Civil War, was authorized on 4 Mar 1917. She was part of the naval building program adopted to meet the rising dangers of World War I. Construction of the ship was assigned to the Mare Island Navy Yard.

From the very beginning of her career, *Ward* was to start claiming "firsts." Soon after the entry of the United States into the first World War, it had become apparent that the Navy would have to concentrate on the submarine menace. It was decided to go all out on the construction of fast destroyers and other antisubmarine craft.

Ward, designated DD 139, was to be used as a demonstration of effective speed in U. S. shipbuilding. Plans were worked out for a comprehensive prefabrication of ship's parts before laying the keel. This would, it was hoped, shorten materially the time on the building ways and thereby increase the capacity of existing facilities.

Ward won her nickname, "The 17½-Day Wonder," by sliding down the ways 84 per cent completed, just 17½ days after her keel was laid. The keel went down at 7:30 a.m. on 15 May; the launching took place at 8:30 p.m. on 1 Jun 1918.

The ship was christened by 11-year-old Dorothy Hall Ward, great-granddaughter of the Civil War's Commander Ward. The launching date had cut nine and one-half days off the world's record. Seventy days later, *Ward* was placed in full commission and Commander Milton S. Davis, USN, assumed command.

CLEARING THE YARD on 2 Dec 1918, USS *Ward* became the flagship of Destroyer Division 18.

She had just missed serving in World War I. Her division took part in winter maneuvers in Cuban waters, and later formed one of the links of the ship patrol for the trans-Atlantic flight of the NC flying boats.

In July 1919, *Ward's* CO was designated liaison officer

to arrange and supervise final details of the transit of the United States Fleet through the Panama Canal to the Pacific. As a result, *Ward* was spearhead of this gigantic fleet movement, preceding the fleet to Cristobal by several days. She was in the first group of destroyers nested through the canal locks.

Upon arrival in Pacific waters, *Ward* took part in the mass movement northward. The movement became a procession of victory as *Ward* and her division made calls at Acapulco, San Diego, San Pedro, San Luis Obispo, Monterey, San Francisco, Eureka, Portland, and Port Angeles. In following the flag of Rear Admiral H. A. Wiley, she led the line of destroyers as they passed in review before President Woodrow Wilson in Seattle harbor on 13 Sep 1919.

Until the latter part of the year the ship operated in Southern California waters, with San Diego as her base. She then became the nucleus of the destroyer reserve tied up at San Diego. She was placed out of commission on 21 Jul 1921.

It appeared that her career was over, practically before it began. She was to spend almost two decades in mothballs—but her time would come.



DEATH RUN—Twin-engined Japanese bomber crashed on *USS Ward* (APD 16), penetrated her hull and blew up.

WHEN THE EMERGENCY preceding the entry of the United States into World War II became acute in 1940, the 17½-Day Wonder was recommissioned. Her future assignment: patrol and screening activities for the Fleet operating in Hawaiian waters.

It was while on this duty that she was to gain undying fame for sinking a Japanese midget submarine taking part in the Pearl Harbor attack. It was the initial sinking of 7 Dec 1941—on either side.

Now, to get a picture of what was happening on the other side, with the Japanese, we go back to the weeks preceding Pearl Harbor.

It was 22 years ago, in the month of November. A small group of large I-class Japanese submarines had left Kure and Yokosuka, Japan, with sealed orders. Each of the big submarines carried, pick-a-back, an 80-foot midget submarine. Their destination, as the world later learned, was Hawaii.

When the mother subs brought their charges to within striking distance of Pearl Harbor, the midgets were manned and sent off to begin the attack.

The over-all attack on Pearl Harbor was—to the Japanese—a great success, but the midget subs proved a failure. (One of the midgets was to be forced aground by a Navy plane circling the waters off Oahu. The plane sighted the sub and dropped bombs that forced it onto the reefs along the shore.)

As to the midget sub which figures in the story of uss *Ward,* Navy accounts record that at 0342 on 7 Dec 1941, a young ensign made the first contact.

He was aboard a minesweeper running a routine sweep of the harbor entrance when, less than two miles from the entrance buoy, he saw what appeared to be the periscope of a midget submarine. It was.

WELL STACKED—*USS Ward* looked like this in the early days of her Navy career when serving as DD 139.





WARD OF *WARD*—The DD was named for CDR James Harmon Ward, first U. S. Naval officer killed in Civil War.

Word was immediately flashed to *Ward*, on night patrol in the same area.

For almost two hours *Ward* searched for the mysterious sub, along with a PBY *Catalina* patrol plane. The plane finally located the submarine and dropped smoke pots to direct the destroyer to the scene.

Ward attacked the submarine with gunfire, forcing her down. She then laid a depth charge pattern over the area. The destroyer had accounted for the first submarine sinking in the initial stages of World War II.

WORD OF THE SUB and *Ward's* attack was coded to 14th Naval District Headquarters, but it reached the Commander in Chief of the Pacific Fleet after the Japanese attack had begun.

As a postscript, it can be added that, almost two decades later, the little Japanese sub went home.

In June 1960, while a group of Navy divers were making practice dives two miles from the entrance channel to Pearl Harbor, the midget sub was found.

The divers came across its battered hulk lying on its side in 70 feet of water.

A salvage ship arrived and, with divers from an explosive demolition unit, raised the hulk by tunneling under the pressure hull and placing cables around it.

Examination of the ship revealed an undogged hatch, a partially burned fuse to a demolition charge, bent piping, a door twisted off the hinges and much shattered glass—all pointing to the fact she was attacked and suffered extensive damage from depth charging. There were no traces of her wartime occupants.

The fact that the conning tower hatch was undogged and the fuse to the scuttling charge partially burned led to the belief that the crew had escaped (or tried to escape before their vessel went down).

The midget sub has been returned to Japan, to serve as a memento of Japanese naval actions during World War II.

NOW BACK TO USS *Ward*. From the time of the Pearl Harbor attack to 13 Dec 1942, DD 139 patrolled the approaches to Pearl Harbor, making several attacks on suspected submarines, and doing escort duty.

Ward then left the Hawaiian Islands and proceeded to San Francisco and Seattle, where she entered the Puget Sound Navy Yard on 24 December for conversion to a fast transport.

The conversion work was completed on 6 February and *Ward*, redesignated as APD 16, a high speed transport, headed for the southwest Pacific. She operated from the New Hebrides in a variety of jobs, performing antisubmarine patrols, escort duty and transport service. For the time being, her job was routine.

On Christmas Day 1943, *Ward* got underway as a

NOT AT HOME—*Ward* missed the bombing of Pearl Harbor but sank sub at sea. Photo shows *USS Shaw* exploding.





SURFACED AGAIN—Midget sub sunk by depth charges two miles out rests on dock after salvage operations.

part of Task Unit 76.1.21 to take part in the landing operations on Cape Gloucester, New Britain.

Coming second in the single column of APDs, *Ward* disembarked four companies of Marines and stood off for two hours, awaiting the return of her boats, according to her ship's biography.

All returned safely and *Ward* returned to Buna, British New Guinea, for another load. These combat troops were also delivered with no casualties to the ship's boats, and *Ward* wound up the year 1943 by conducting landing exercises with Company I, 126th Regiment, U. S. Army.

On 2 Jan 1944, *Ward* landed Company I near Saui Point, British New Guinea. On 20 February the ship participated in landings on Nissan Island. After this operation she put into drydock for repair to propellers and her sound gear which had been damaged by collision with a submerged object.

A month after the Nissan landings, *Ward* participated in the attack on Emirau Island. After disembarking a company of Marines and 22 tons of stores in four hours, the ship joined the antisubmarine screen protecting the attack transports and LSDs.

BY LATE APRIL 1944, *Ward* was back in the thick of it, landing troops on Aitape, British New Guinea. After disembarking her troops, she joined the fire support group and later the antisubmarine screen. Then, rendezvousing with Task Unit 77.4.3, *Ward* escorted the reinforcements to Tumelo Island, reaching the transport area on 23 April. She joined the fire support ships until the transports got underway, when she again served in the screen for Task Unit 77.4.3.

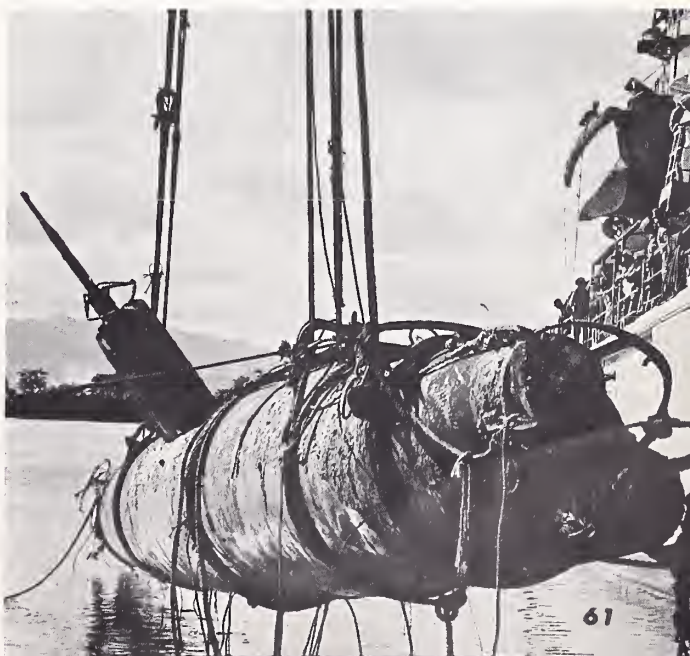
Ward drew an antisubmarine screening task in her next operation, transporting troops to Saidor, British New Guinea, on 29 Apr 1944. She patrolled during the entire operation without incident. On 3 May she screened off Aitape.

Again, during the Humboldt Bay, Hollandia, operations, Ward successfully patrolled in an antisub screen while the transport unloaded. On 27 May, she participated in the Bosnik, Biak Island, Schouten Islands invasion, transporting Army officers and enlisted men.

Her next engagement was at Warsai, Cape Sansapor, Dutch New Guinea. Here she disembarked two infantry companies, combat photographers and war correspondents. On 15 September she participated in the landings on Morotai Island, forming an antisubmarine screen after disembarking her troops.

MID-OCTOBER FOUND *Ward* en route to Dinagat Island with Task Unit 78.4.1. At 0635 Task Group 77.5 formed up and streamed sweep gear. An hour later Task Unit 78.4.1 proceeded toward Dinagat in column formation, astern of minesweepers from Task Group 77.5. *Ward* disembarked her troops in four

SOUVENIR HUNTERS—Midget sub found during practice by Navy divers has been returned home to Japan.





JAPANESE PHOTO shows the beginning of the attack on Pearl Harbor. *Ward* was at sea on patrol at this time.

LCP(R)s in the face of high winds and seas and coral reefs. No lee was present and the wind blew directly toward the beach. By 1143, *Ward* was forced to raise her anchor because the strong tidal currents and seas made remaining in the swept channel difficult.

Boats 1, 2 and 4 were reported stranded on the beach. Boat 1 was finally towed off by Boat 3. Since it seemed impossible to recover the remaining boats, the crews were ordered to stay on the beach. The transports then formed in column astern of *HMS Ariadne* and executed their night retirement plan.

The group returned the next morning with troop stores for the beach. A salvage party was sent ashore to recover the two boats, and Boat 4 was towed back to the ship in badly damaged condition. Boat 2 was refloated, returning to the ship under its own power with only slight damage, following which the ships retired.

Before dawn the unit formed in column and proceeded to the assigned transport area. At 1102 *Ward* got underway with uss *Schley* (APD 14) to rendezvous with the Northern Attack Force, Task Force 78. Upon rendezvousing, the ship proceeded to Kossol Roads. While holding collision drill en route on 20 October, *Ward* lost two men overboard when a top lifeline gave away. The "man overboard" detail was called away immediately. One man was rescued, but the other was observed to sink and was not seen again.

WARD'S BIGGEST—and final—action was in the Leyte and Ormoc Bay landings. She arrived in Leyte Gulf on 12 Nov 1944, convoying LSTs.

Air attacks were the heaviest she had suffered up to this time, but she remained unscathed throughout the day and was ordered to escort a convoy to Hollandia that evening.

On 28 November she returned to Leyte Gulf and anchored in San Pedro Bay. Here she remained until 6 December when she was ordered to Tarraguna, Leyte Island, to board officers and men of the Army's 77th division, and head for Ormoc Bay, Leyte Island.

Before sunrise on 7 December, flares had been dropped all around the convoy to which *Ward* was attached, but no Japanese planes attacked.

At 0630 destroyers in the screen left the formation and commenced bombardment in the vicinity of the landing beach.

At 0712 rockets began bombarding the beaches. *Ward* now assumed a picket patrol station between Pomson Island and the nearest point on Leyte at 0825.

Suddenly, nine Japanese twin-engined bombers were sighted coming in from the north over Leyte. *Ward* commenced high speed evasive maneuvers and opened fire with all her guns. No hits were scored.

About the same time other enemy aircraft were seen attacking the destroyer uss *Mahan* (DD 364), and she evidently suffered a hit.

Coming to their assistance, Army fighter planes, including two or three P-40s and three or four P-38s, streaked overhead to the west. Several enemy fighter planes were then observed by *Ward's* crew coming in over *Mahan* from the Camotes Sea. U. S. fighters immediately engaged the enemy planes.

The formation of nine Jap planes was back again. But they ignored *Ward,* and flew over *Mahan,* pursued by U. S. fighters. But not for long—three bombers from the Japanese formation broke off and headed in the direction of *Ward.*

They were now 4000 to 5000 yards distant, and came in on a slight glide in close formation.

An Army pursuit plane attempted to intercept the attackers, and all the ships opened fire. The middle plane was hit repeatedly, and the others probably sustained some damage, but they continued toward their target.

Now almost at eye level, one of the bombers struck *Ward* just above the waterline on the port side. It was 0956. With a terrific roar, the plane crashed into the forward part of the boiler room and the after part of the lower troop space. One of the plane's engines passed completely through the ship, coming out at the waterline on the starboard side.

An instant later, another bomber passed low over the forecastle, strafing all the while. It crashed in the water about 200 yards off the starboard bow.

The third bomber hit the sea about 600 yards off the starboard quarter. The first bomber, enmeshed in *Ward's* hull, exploded, starting fires in the troop spaces and fireroom.

THE ASSISTANT ENGINEER, who was in the fireroom at the time of the explosion, reported that the boiler fires flared back and the forced draft blower was dislodged from its mounting, falling into the fireroom.

It seemed as though the fighting had been going on a long time, but it was only 0957, when the order was given to cease firing, and all hands tried to extinguish the flames.

The after part of the ship was completely isolated by flames and smoke coming from the lower troop spaces and the fireroom. The inter-communication system was disrupted except for the JP circuit.

Moments after the enemy plane exploded in *Ward's* hull, the steam pressure began to drop. Within several minutes it registered below 100 pounds, and the ship commenced to lose headway.

No water was available in the fire mains. The leading gunner's mate on the forecastle went below and turned on the magazine valve, but it appeared that no water was entering the magazines.

As luck would have it, suction hoses, rescue breathing apparatus and asbestos suits were all stored in the

portion of the ship cut off by fire. Efforts were made to get rid of some of the smoke by cutting away the canvas awning covering the well deck. This was partly successful, but it still did not make the rest of the ship accessible.

At 1005 boats 1 and 2 were lowered to fight the fire through the holes in the hull. Unfortunately, the handy-billies which were available could not be kept running for any length of time.

At 1015, USS *O'Brien* (DD 725), *Saunter* (AM 295), *Seout* (AM 296) and *Crosby* (APD 17) stood in toward the stricken *Ward*. *Crosby* and *Seout* lowered boats to assist in picking up survivors.

A report was made to Commander Task Group 78.3 by battery powered radio, since all electrical power had been lost, stating the predicament of the ship and the intention to abandon ship if the fires could not be brought under control.

AT 1018 O'BRIEN CAME CLOSE ABOARD on the port side and commenced fire fighting operations. By this time the fire was raging in the troop spaces, and both fuel tanks and the diesel oil tanks had apparently ignited.

The fireroom was filled with black smoke and it was impossible to regain steam pressure. Flames were rising from the troop spaces and spreading along the main deck and advancing towards the vicinity of the 20 mm ready ammunition.

Because of the danger of explosion from the ready ammunition, the fuel tanks and magazines, all hands were ordered to prepare to abandon ship.

The crew worked furiously. Depth charges were locked on safe. Ready ammunition in the vicinity of the guns was thrown overboard, and secret and confidential publications on the bridge and in the radio shack were either removed and preserved or were thrown over the side. The "abandon ship" order came at 1024. Almost miraculously, all hands were saved and only one man was seriously injured.

O'Brien and *Saunter* had come alongside and made strenuous efforts to fight the fire. But it was soon apparent that the ship could not be saved. Commander Task Group 78.3 gave the order to *O'Brien* to sink her.

WARD WENT UNDER at 1130, 7 Dec 1944, three years to the day after firing the first shot of World War II, and 26 years after her first commissioning.

She earned the Navy Unit Commendation for participation in the following operations:

Pearl Harbor (7 Dec 1941), Consolidation of Southern Solomons (7 Apr 1943), the Bougainville Operation (7, 11 and 17 Nov 1943), Cape Gloucester Occupation (26-29 Dec 1943), Western New Guinea Operation 21 Apr-15 Sep 1944), and the Leyte and Ormoc Bay Landings (17 Oct-12 Nov and 7 Dec 1944).

The text of the Navy Unit Citation awarded to *Ward* serves as a fitting tribute to "The 17½-Day Wonder" and her heroic crew:

"For exceptionally meritorious service against enemy Japanese aircraft, shore batteries and submarines. Operating in contact with the enemy and under attack, the USS Ward *performed her duties as a World War I destroyer and high speed transport, consistently maintaining a superior degree of efficiency in the performance of her assigned tasks. From the time she fired the first shot of the war at Pearl Harbor until mortally wounded by a kamikaze attack at Ormoc Bay three years later,* Ward *contributed materially to the success of the Pacific campaign by her offensive action which resulted in the destruction of enemy submarines and several enemy planes. Her courageous determination and effort were in keeping with the highest tradition of the United States naval service."*

SPECIAL DELIVERY—A high speed transport, converted from 1918 veteran DD, sends off troops toward the beach.



TAFFRAIL TALK

As you read this, former JO2 Jimmy Ray Lewis will be busy savoring the joys and sorrows of campus life at the University of Missouri. One of the members of the journalist team bringing light and clarity to the news and feature desks of All Hands, Jimmy Ray found it impossible to resist the lure of academic life, and has big plans for the future upon receipt of his degree. (It might be appropriate to mention that his tour in the Navy had much to do with his decision to continue on to college. Although he lacked a substantial number of credits, by taking advantage of the Navy's educational opportunities, he was able to pick up a sufficient number to qualify for entrance as a junior at the U. of M.)

Much of Jimmy Ray's naval career was spent in cruisers. His place on the desk is taken by a carrier man—Jon Franklin, JO2, USN. A native of Albuquerque, N. Mex., which has a minimum of ocean, he found himself as an operations yeoman on board USS *Oriskany* (CVA 34) shortly after boot camp.

After discovering that a typewriter was not such a fearsome creature after all if fed regularly, he made the switch to journalist during his shore duty at Miramar, then subsequently saw duty on *Lexington* (CVA 16) and *Kearsarge* (CVS 33).

It was while on these vessels and while on the staff of COMCRUDESFLOT Three that All Hands first saw his work—and we were very much impressed.

You'll be seeing his byline soon.

★ ★ ★

Point Arguello, Calif., as you are probably well aware, is the site of a Naval Missile Facility. This busy activity has favored us with the following item, taken from a sign attached to one of the electronic machines at the tracking and launch base.

"Das computenmachine is nicht fur gerfingerpoken und mittengraben. Is easy schnappen der springenwerk, blowenfusen und poppencorken mit spittzensparken. Ist nicht fur gewerken by das dummkopfen. Das rubbernecken sightseeren keepen hands in das pockets. Relaxen und watch das blinkenlights."

For those who are not experts in fractured German, it means: "This is delicate equipment, don't touch." It works.

★ ★ ★

You've heard of "walking encyclopedias." Well, we have been introduced to a slightly different version, a "walking almanac."

Leonard Mascia, SN, of USS *Lake Champlain* (CVS 39) is an almanac buff. If you drop in on him for a few minutes of conversation, he's just as likely to come up with something along these lines, "you may be interested to know that the population of Japan is 94,053,000 and its area is 142,688 square miles." He can quote facts, dates and historical notes about most of the spots on the globe you're likely to visit.

Mascia has been known to ride past a town and remark to his compatriots that the town was incorporated on such and such a date, that it has the second tallest building in the state, and was the birthplace of the umpty-umpth president.

How did all this start? Well, it seems that someone gave him an almanac for a Christmas present when he was a youngster and he began reading it. Now he's a fact-finder, first class.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the post.

Never have our opportunities and our responsibilities been greater.

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• AT RIGHT: BOSUN'S TOUCH—John M. Coon, BM2, USN, performs some fancy rope work as he uses a fid to put the finishing touches on a fender while serving aboard the Pacific Fleet destroyer USS Homner (DD 718).





Thanksgiving-U. S. A.

LOTS TO BE THANKFUL FOR

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



SPECIAL ISSUE
...ights and benefits
...their families

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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The Chief of Novol Personnel

REAR ADMIRAL A. S. HEYWARD, Jr., USN
The Deputy Chief of Naval Personnel

CAPTAIN JOHN W. HIGGINS, Jr., USN
Assistont Chief for Morale Services

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Jerry Wolff, Research
Don Addor, Layout & Art
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HERE'S WHAT THE

ON THE FOLLOWING PAGES are listed in some detail the numerous tangible benefits that accrue to the Navyman and his family. They are very important and, obviously, are selling points for the Navy way of life.

But before you start checking off these various rights, privileges and benefits, it should be pointed up that the most important opportunity the Navy offers you is this: *A career in an honored profession.* It offers you challenging duty, it enables you to develop yourself in a variety of fields, and it demands of you a real sense of responsibility. Right now you might be taking these intangible aspects of your Navy life for granted, but they weigh a great deal—even when compared with other significant considerations such as pay, allowances, medical care and fringe benefits.

One of the terms people are using more and more these days is "job satisfaction." A naval career rates along with the highest in job satisfaction because it is built on challenge, responsibility and respect. As a Navyman you can draw an important dividend every day of the year—both in self-respect and in the respect of others—through the performance of a job well done in the service of your country. This is the essence of job satisfaction and this is what you get in the Navy.

Now to some of the other features that the Navy offers.

AS A NAVYMAN—whether you're single or a family man, but particularly the latter—you possibly learned soon after boot camp that the actual cash you receive in the form of pay and allowances reflects only a portion of your Navy benefits. If you consider the so-called fringe benefits, the Navy does, indeed, have plenty to offer.

You're furnished *food and quarters*, and *dental and medical care*. Married personnel receive *quarters* and *rations allowances*, and your family is protected by *survivor benefits*. *Medicare for your dependents* and, in some places, dependents' dental care help to ease further the strain on your budget.

Commissary and *Exchange privileges*, *library services*, *movies*, *clubs*, and free *recreational gear* and services all help make your Navy life—on duty and off—interesting and satisfying.

On the job you can increase your skills while you're being paid to learn about the specialty you choose.

You may be eligible for the *SCORE* or *STAR programs*, and the opportunities they offer.

Advanced Navy *training* can boost your skill to a high level. If you've missed out on high school graduation, you may earn a diploma through USAFI. And, there's a *tuition aid program* if you wish to attend school after hours.

IF YOU'RE OFFICER MATERIAL, there may be a billet for you at the *Naval Academy*, in the *Integration* or *Limited Duty Officer* programs, or in the *Medical Service Corps*, *NavCad*, or *NESEP*. (If you're an enlisted woman, you might consider the Navy's Nursing Education program.)

Your duty preferences are always considered before you are transferred under normal procedures. If you're in a rate that's traditionally seagoing, the *Seavey/Shorvey rotation* system assures you of a fair share of shore duty.

If you joined the Navy with travel in mind, chances are you'll see much of the world by the time you've chalked up 19 and six.

And, of course, you are provided with a *monthly re-*



NAVY OFFERS YOU

tirement check at a relatively early age for life.

Good recruiting ammunition? Maybe it is. As already pointed out, however, these are real benefits. They're yours, and you should know about them. You don't have to be sold on the Navy. Chances are you already have been, or you wouldn't be a Navyman.

Your Navy Pay

In the course of your Navy career, you will probably draw several of many types of pay and allowances, depending on your grade, your job, where you are stationed, and your marital status.

The monetary benefits the Navy provides—some paid monthly on a continuing basis, others paid in occasional lump sums—represent a considerable investment in you. To the new recruit $78.00 a month doesn't sound like much. However, after a few years, and as you move up the Navy promotion ladder, the money situation improves as your experience and knowledge—and your responsibilities are increased.

The Career Compensation Act of 1949 is the foundation of the Navy's pay instructions. This, together with the various Acts that amend and supplement it, results in today's pay structure, the rates and, in some cases, the conditions of entitlement for all the armed forces.

Of recent years, 1963 was perhaps best of all from the standpoint of pay and allowances. On 1 January, quarters allowances were increased—which meant more money for all Navy families. At the same time, a more liberal allotment policy changed the family allotment requirements of most petty officers.

On 1 October, basic pay for most Navymen was increased, and higher awards of specialty pay were introduced for those with certain ratings and Navy enlisted classification (NEC) code skills (see page 5).

Along with the new basic pay rates, a hostile fire pay similar to the old wartime combat pay was authorized to be paid to Navymen who are exposed to death or injury in uneasy cold war battle fronts.

Special pay for many physicians and dentists was also raised on 1 October. And, you may now be paid two hazardous duty/incentive awards, if qualified, instead of being limited to one.

A monthly family separation allowance payable under certain conditions to men whose dependents cannot accompany them overseas, and to shipboard personnel who are away from their home port for more than 30 days, is another monetary benefit introduced in 1963.

Described below are the main types of Navy pay, and certain conditions of entitlement. The main categories are Basic Pay, Basic Allowances (quarters, subsistence, and clothing), Special Pay, Incentive/Hazardous Duty Pay, and Miscellaneous Pay and Allowances. In figuring your Navy pay you should summarize all the types to which you are entitled.

Basic Pay

Your active duty basic pay is determined by your pay grade and the total number of years of your active and inactive military service. The Career Compensation Act of 1949 established the system of "periodic pay increases," replacing longevity. Some old-timers still refer to basic pay as "base pay plus longevity." You may hear these terms used occasionally, though both were officially discontinued in 1949.

Under provisions of the Career Compensation Act, as amended by military pay legislation (such as the pay increases that became effective on 1 Oct 1963), basic pay is generally increased after each two years of service. As the basic pay table on page 6 shows, you are

entitled to periodic pay increases unless you stay in the same grade too long.

• **Cumulative Years of Service**—In figuring your basic pay, including your periodic pay increases, you should count both active and inactive duty in the Navy and Naval Reserve. If you previously served in another branch of the armed services—Army, Air Force, Marine Corps, Coast Guard, National Guard, Public Health Service, or some Reserve component—check with your disbursing officer to find out if such service is creditable for pay purposes.

Cumulative years of service do not have to be continuous to count for periodic pay increases. For example, let's say you joined the Navy in 1950 and were discharged in 1956. For the next two years you had no connection whatever with the Navy, until you joined the Naval Reserve in 1958. You remained on inactive duty with the Reserve until 1960, when you returned to active duty. In figuring your basic pay you should count the time you spent on both active duty and inactive duty as a Reservist.

Special Pay

Special pay is added compensation you receive each month under set circumstances. You receive special pay for sea duty, service in designated overseas areas, diving duty when so assigned, as a reenlistment bonus, and as a reenlistment incentive in the form of P-1, P-2 and P-3, Specialty Pay (also known as Pro Pay) if you're in a critically undermanned rating or NEC skill. The added monthly compensation paid to physicians and dentists also comes under the specialty pay category. Below is a review of various forms of special pay. For a look at your reenlistment bonus, see page 23.

• **Sea Pay and Special Overseas Pay** for Service at Designated Overseas Areas—Only enlisted personnel can draw this type of special pay, formerly known as sea and foreign duty pay. Such pay is awarded monthly for any period of service on sea duty, or duty at certain designated places outside the continental U. S. The amount of this pay is figured on a sliding scale according to your rate. (See the tables on page 6.) It varies from a minimum of $8.00 per month for a recruit or apprentice to $22.50 for chief petty officers (E-7, E-8 and E-9).

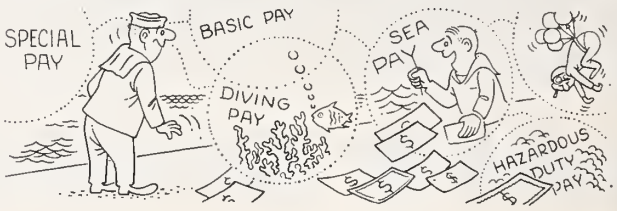
• **Diving Pay**—Officers and enlisted men who are employed as divers are entitled to special diving pay. Officers receive a flat $110.00 per month. Designated enlisted men who are assigned to diving duty receive $55.00 to $100.00 per month, depending on their diver classification.



• **Physicians' and Dentists' Pay**—Medical officers are entitled to special physicians' and dentists' pay, a form of career incentive money, as long as they remain on active duty. Payments are $100 per month until completion of two years of active duty, $150 for between two and six years, $250 for between six and 10 years, and $350 monthly thereafter.

• **Responsibility Pay**—Special responsibility pay for officers has been authorized since 1958. This extra pay may be awarded to officers who serve in assignments of extraordinary responsibility and critical necessity. Authorized monthly payments are: $150 (CAPT); $100 (CDR); and $50 (LCDR and LT).

• **Hostile Fire Pay**—This is a new form of special pay, introduced on 1 Oct 1963 as part of the Uniformed Services Pay Act. Except during wartime, the Secretary



of Defense may authorize hostile fire pay at the rate of $55 per month to men exposed to death or injury as a result of hostile fire (including mines) on cold war battle fronts. The old Combat Duty Pay Act of 1952 was repealed at the same time the new hostile fire pay was authorized.

• **Hazardous Duty Pay**—You may receive additional incentive pay if you perform certain hazardous duties. The following duties are considered hazardous for pay purposes: *Aviation duty, submarine duty, parachute duty,* and *demolition duty*. You rate this incentive pay in certain other cases, including duty inside a high or low pressure chamber, duty as a human acceleration or deceleration experimental subject, duty as a human test subject in thermal stress experiments, and leprosarium duty.

• For hazardous duties *other than* aviation and submarine, monthly payments are $110 for officers and $55 for enlisted personnel.

• If you are engaged in flying duties, or serve on board a submarine, your hazardous duty pay is determined by your pay grade and length of service (see table, page 6).

• However, if you are ordered to flying duty as a non-crew member, your hazardous duty pay is normally $55 (enlisted) or $110 (officers) per month.

• If qualified, and you perform two types of hazardous duty (aviation pay/parachute duty, for example), you may receive two incentive payments instead of one, the maximum before 1 Oct 1963.

• **Specialty Pay** (Pro Pay)—This extra monthly pay is awarded to enlisted men in ratings and skills in which large amounts of Navy training money have been invested, and in which manpower shortages are known to exist. Those in certain electronics, nuclear, missile,

undersea and communications fields are awarded P-1, P-2 and P-3 specialty pay as an incentive to remain in the Navy and continue working in these undermanned fields.

Therefore, specialty pay is actually career incentive pay designed to encourage men in critically undermanned skills to reenlist.

Most specialty pay awards are based on Navy enlisted classification codes which specify skills not indicated by rate or rating alone. These skills are usually acquired through expensive Navy training.

All awards of specialty pay are automatic (it is no longer necessary to pass a written examination to become eligible). Those in designated critical skills, who are otherwise eligible and recommended by their commanding officers, may draw monthly awards of P-1 $50, P-2 $75, or P-3 $100.

BuPers Inst. 1430.12, revised as changes in critical listings occur, is the official Navy specialty pay guide. This directive lists the rates, ratings and NEC skills authorized for awards, and contains details concerning individual eligibility. For a roundup on Specialty Pay, requirements and personnel eligible, see the September 1963 issue of ALL HANDS, pp. 42-48.

Here's a complete listing of ratings and NEC skills awarded P-1, P-2, and P-3 specialty payments under the fiscal 1964 specialty pay awards program. All P-3 $100, P-2 $75, and P-1 $50 awards became effective on 1 Oct 1963.

Awards of P-1 $30 to ratings listed are continued until mid-1964. Note that as the Navy's manpower requirements change, the critically undermanned classifications may likewise be revised, and ratings not on this specialty pay list may be eligible for future awards.

Type of Award (Specialty)	Ratings/NEC Skills
P-1 $30	ADJ; RM
P-1 $50	AQ, AT, FT, GMT, SO;
	NECs: 0313, 0314, 0317, 2314, 2315,
	2325, 2332, 2342, 2405, 3342, 3343,
	3344, 3345, 3346, 4356, 4722,
	4723, 7131, 7137, 9931
P-2 $75	AX, DS, ET, MT;
	NECs: 0412, 0423, 0426, 0471, 0474,
	0475, 0476, 0478, 0479, 0481,
	0482, 0984, 0986, 0987, 0988,
	0991, 0997, 0998, 1113, 1118,
	1119, 1128, 1155, 1157, 1159,
	1161, 1162, 1163, 1164, 1165,
	1166, 1158, 1167, 1172, 1173,
	1174, 1175, 1179, 1182, 1184,
	1185, 1186, 2401, 2403, 2406,
	3318, 3371, 3383, 3384, 3385,
	3386, 3387, 3511, 6616, 6617,
	7935, 7946, 7948,
P-3 $100	NEC:s 3307, 3308, 3314, 3315, 3316,
	3322, 3323, 3324, 3331, 3332,
	3338, 3339, 3351, 3353, 3354,
	3355, 3356

Accrued Leave Payment

Upon discharge, transfer to the Fleet Reserve, or retirement, you may "cash in" on your unused accumulated leave, up to a maximum of 60 days, for a lump sum payment based on the following pay and allowances:

- *Officers*—Your basic pay and basic allowances for quarters and subsistence applicable on date of separation.
- *Enlisted*—Basic pay on date of separation, plus an allowance of 70 cents per day for subsistence and, if you're in grade E-5 or above and have dependents, an allowance for quarters computed at the rate of $1.25 per day.



Mustering Out Pay

If you served on active duty between 27 Jun 1950 and 31 Jan 1955, you will be eligible, upon honorable separation, to mustering out pay. If you are also eligible for mustering out pay under World War II provisions, you may elect payment under those laws, or the more recent Korean Conflict laws. Mustering out payment is made as follows:

- $300 if you served 60 days or more. You must have had overseas service.
- $200 if you served 60 days or more, but not overseas.
- $100 if you served less than 60 days.

Advance Pay

Each time the Navy issues you a set of orders directing you to move from one ship or station to another, it is realized that you will encounter many expenses you would not be faced with had the orders not been issued. Therefore, regulations have been written to allow your commanding officer to order a payment of public funds to you which you have not yet earned.

Some Navymen are of the opinion that a permanent change of station automatically entitles you to advance pay. This is not the case. The Navy's obligation is to provide you with enough money to make the ordered move. Therefore, each move must be analyzed as to distance, type of transportation, and time required en route. And, each case must be studied as to the number of dependents involved, type of quarters that will be available at the new station, and other financial problems that can reasonably be expected to crop up in the course of the move. Any debts you have, leave en route,



Table of Active Duty Service Pay and Allowances

RANK OR PAY GRADE	MONTHLY BASIC PAY (Based on Cumulative Years of Service, Active and Inactive)												
	Under 2 Yrs.	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 6 Yrs.	Over 8 Yrs.	Over 10 Yrs.	Over 12 Yrs.	Over 14 Yrs.	Over 16 Yrs.	Over 18 Yrs.	Over 20 Yrs.	Over 22 Yrs.	Over 26 Yrs.
O–10 Admiral	$1200.00	$1315.00	$1315.00	$1315.00	$1315.00	$1365.00	$1365.00	$1470.00	$1470.00	$1575.00	$1575.00	$1680.00	$1680.00	$1785.00
O–9 Vice Admiral	1063.30	1155.00	1180.00	1180.00	1180.00	1210.00	1210.00	1260.00	1260.00	1365.00	1365.00	1470.00	1470.00	1575.00
O–8 Rear Admiral (Upper Half)	963.30	1050.00	1075.00	1075.00	1075.00	1155.00	1155.00	1210.00	1210.00	1260.00	1315.00	1365.00	1420.00	1420.00
O–7 Rear Admiral (Lower Half)	800.28	905.00	905.00	905.00	945.00	945.00	1000.00	1000.00	1050.00	1155.00	1235.00	1235.00	1235.00	1235.00
O–6 Captain	592.80	690.00	735.00	735.00	735.00	735.00	735.00	735.00	760.00	880.00	925.00	945.00	1000.00	1085.00
O–5 Commander	474.24	590.00	630.00	630.00	630.00	630.00	650.00	685.00	730.00	785.00	830.00	855.00	885.00	885.00
O–4 Lieutenant Commander	400.14	515.00	550.00	550.00	560.00	585.00	625.00	660.00	690.00	720.00	740.00	740.00	740.00	740.00
O–3 Lieutenant	326.04	440.00	470.00	520.00	545.00	565.00	595.00	625.00	640.00	640.00	640.00	640.00	640.00	640.00
O–2 Lieutenant junior grade	259.36	375.00	450.00	465.00	475.00	475.00	475.00	475.00	475.00	475.00	475.00	475.00	475.00	475.00
O–1 Ensign	222.30	300.00	375.00	375.00	375.00	375.00	375.00	375.00	375.00	375.00	375.00	375.00	375.00	375.00
O–3 Credited with 4 years' enlisted service				520.00	545.00	565.00	595.00	625.00	650.00	650.00	650.00	650.00	650.00	650.00
O–2 Credited with 4 years' enlisted service				465.00	475.00	490.00	515.00	535.00	550.00	550.00	550.00	550.00	550.00	550.00
O–1 Credited with 4 years' enlisted service				375.00	400.00	415.00	430.00	445.00	465.00	465.00	465.00	465.00	465.00	465.00
W–4 Chief Warrant Officer	$332.90	$430.00	$430.00	$440.00	$460.00	$480.00	$500.00	$535.00	$560.00	$580.00	$595.00	$615.00	$635.00	$685.00
W–3 Chief Warrant Officer	302.64	395.00	395.00	400.00	405.00	435.00	460.00	475.00	490.00	505.00	520.00	540.00	560.00	580.00
W–2 Chief Warrant Officer	264.82	345.00	345.00	355.00	375.00	395.00	410.00	425.00	440.00	455.00	470.00	485.00	505.00	505.00
W–1 Warrant Officer	219.42	305.00	305.00	330.00	345.00	360.00	375.00	390.00	405.00	420.00	435.00	450.00	450.00	450.00
E–9 Master Chief Petty Officer							$435.00	$445.00	$455.00	$465.00	$475.00	$485.00	$510.00	$560.00
E–8 Senior Chief Petty Officer						$365.00	375.00	385.00	395.00	405.00	415.00	425.00	450.00	500.00
E–7 Chief Petty Officer	$206.39	$275.00	$285.00	$295.00	$305.00	315.00	325.00	335.00	350.00	360.00	370.00	375.00	400.00	450.00
E–6 Petty Officer, 1st Class	175.81	240.00	250.00	260.00	270.00	280.00	290.00	305.00	315.00	325.00	330.00	330.00	330.00	330.00
E–5 Petty Officer, 2nd Class	145.24	210.00	220.00	230.00	245.00	255.00	265.00	275.00	280.00	280.00	280.00	280.00	280.00	280.00
E–4 Petty Officer, 3rd Class	122.30	180.00	190.00	205.00	215.00	215.00	215.00	215.00	215.00	215.00	215.00	215.00	215.00	215.00
E–3 SN, etc	99.37	145.00	155.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00
E–2 SA, etc	85.80	120.00	120.00	120.00	120.00	120.00	120.00	120.00	120.00	120.00	120.00	120.00	120.00	120.00
E–1 (Over 4 months) SR, etc	83.20	110.00	110.00	110.00	110.00	110.00	110.00	110.00	110.00	110.00	110.00	110.00	110.00	110.00
E–1 (Under 4 months)	78.00													

RANK OR PAY GRADE	HAZARDOUS DUTY PAY (Aviation Pay for Crew Members and Submarine Duty Pay) (Note that increases end with more than 18 years of service)													
	Under 2 Yrs.	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 6 Yrs.	Over 8 Yrs.	Over 10 Yrs.	Over 12 Yrs.	Over 14 Yrs.	Over 16 Yrs.	Over 18 Yrs.	Over 20 Yrs.	Over 22 Yrs.	Over 26 Yrs.
O–10 Admiral	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00	$165.00
O–9 Vice Admiral	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00
O–8 Rear Admiral (Upper Half)	155.00	155.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00	165.00
O–7 Rear Admiral (Lower Half)	150.00	150.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00
O–6 Captain	200.00	200.00	215.00	215.00	215.00	215.00	215.00	215.00	215.00	220.00	245.00	245.00	245.00	245.00
O–5 Commander	190.00	190.00	205.00	205.00	205.00	205.00	205.00	210.00	225.00	230.00	245.00	245.00	245.00	245.00
O–4 Lieutenant Commander	170.00	170.00	185.00	185.00	185.00	195.00	210.00	215.00	220.00	230.00	240.00	240.00	240.00	240.00
O–3 Lieutenant	145.00	145.00	155.00	165.00	180.00	185.00	190.00	200.00	205.00	205.00	205.00	205.00	205.00	205.00
O–2 Lieutenant junior grade	115.00	125.00	150.00	150.00	160.00	165.00	170.00	180.00	185.00	185.00	185.00	185.00	185.00	185.00
O–1 Ensign	100.00	105.00	135.00	135.00	140.00	145.00	155.00	160.00	170.00	170.00	170.00	170.00	170.00	170.00
W–4 Chief Warrant Officer	$115.00	$115.00	$115.00	$115.00	$120.00	$125.00	$135.00	$145.00	$155.00	$160.00	$165.00	$165.00	$165.00	$165.00
W–3 Chief Warrant Officer	110.00	115.00	115.00	115.00	120.00	120.00	125.00	135.00	140.00	140.00	140.00	140.00	140.00	140.00
W–2 Chief Warrant Officer	105.00	110.00	110.00	110.00	115.00	120.00	125.00	130.00	135.00	135.00	135.00	135.00	135.00	135.00
W–1 Warrant Officer	100.00	105.00	105.00	105.00	110.00	120.00	125.00	130.00	130.00	130.00	130.00	130.00	130.00	130.00
E–9 Master Chief Petty Officer	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00	$105.00
E–8 Senior Chief Petty Officer	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00
E–7 Chief Petty Officer	80.00	85.00	85.00	85.00	90.00	95.00	100.00	105.00	105.00	105.00	105.00	105.00	105.00	105.00
E–6 Petty Officer, 1st Class	70.00	75.00	75.00	80.00	85.00	90.00	95.00	95.00	100.00	100.00	100.00	100.00	100.00	100.00
E–5 Petty Officer, 2nd Class	60.00	70.00	70.00	80.00	80.00	85.00	90.00	95.00	95.00	95.00	95.00	95.00	95.00	95.00
E–4 Petty Officer, 3rd Class	55.00	65.00	65.00	70.00	75.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00
E–3 SN, etc	55.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00
E–2 SA, etc	50.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00
E–1 Recruit	50.00	55.00												
Aviation Cadets	50.00													

RANK OR PAY GRADE	OTHER SPECIAL AND HAZARDOUS DUTY PAY (Per month)		SUBSISTENCE ALLOWANCE (with or without dependents)
	Sea Pay and Certain O'seas Service Pay	Other Hazardous Duty Pay	
O–10, O–9, O–8, O–7, O–6, O–5, O–4, O–3, O–2, O–1	Not Eligible	$110.00	$47.88
W–4, W–3, W–2, W–1	Not Eligible	$110.00	$47.88
E–9	$22.50	$55.00	Daily rate of $2.57 when rations in kind are not available. When permission is granted to mess off base, you draw ComRats at the rate of $1.03 (CONUS) or $1.15 (overseas) a day. Leave, hospital, and field rations are likewise paid at the rate of $1.03 or $1.15 per day.
E–8	22.50		
E–7	22.50		
E–6	20.00		
E–5	16.00		
E–4	13.00		
E–3	9.00		
E–2	8.00		
E–1	8.00		

BASIC QUARTERS ALLOWANCE		
Grade	No dependents	With dependents
O–10	$160.20	$201.00
O–9	160.20	201.00
O–8	160.20	201.00
O–7	160.20	201.00
O–6	140.10	170.10
O–5	130.20	157.50
O–4	120.00	145.05
O–3	105.00	130.05
O–2	95.10	120.00
O–1	85.20	110.10
W–4	$120.00	$145.05
W–3	105.00	130.05
W–2	95.10	120.00
W–1	85.20	110.10
E–9	$85.20	$120.00
E–8	85.20	120.00
E–7	75.00	114.90
E–6	70.20	110.10
E–5	70.20	105.00
*E–4	70.20	105.00
**E–4	55.20	See explanation in table at right
E–3	55.20	
E–2	55.20	
E–1	55.20	

*More than four years' service.
**Four years' service or less.

IN FIGURING your gross Navy income, be sure to include all the types of pay and allowances to which you are entitled. Here are other special types of pay:

P–1, P–2, P–3 PAY—Enlisted personnel in certain ratings and skills in which large amounts of Navy training money have been invested, and in which manpower shortages exist, may be awarded proficiency pay as a career incentive. Those in designated critical skills who are otherwise eligible and recommended may draw varying monthly awards of P–1 $50, P–2 $75, or P–3 $100. (Awards of P–1 $30 are continued until mid-1964 to those in the ADJ and RM ratings.)

DIVING PAY—Designated officers and enlisted men employed as divers may receive special diving pay. Amounts are $110 per month for officers, and from $55 to $100 monthly for enlisted men, depending on diver classification.

HOSTILE FIRE PAY—Officers and enlisted men exposed to death or injury during peacetime may be awarded Hostile Fire Pay at the rate of $55 per month.

PHYSICIANS' AND DENTISTS' PAY—Medical officers are entitled to special pay while serving on active duty. Payments range from $100 to $350 monthly, based on the number of years served on active duty.

QUARTERS ALLOWANCES AND ALLOTMENT REQUIREMENTS FOR MEN IN GRADE E–4 (less than 4 years' service) AND BELOW

The columns below apply only to enlisted personnel in pay grade E–4 (less than 4 years' service) and below, who have dependents. Amounts of BAQ vary according to pay grade and number of legal dependents. A minimum contribution from basic pay ($40.00 monthly) is required for BAQ entitlement. A sum equal to the quarters allowance (column A) is combined with the contribution from basic pay (column B). The total of A and B is equivalent to the minimum monthly allotment to dependents.

PAY GRADE	A			B	A+B=↓		
	BASIC ALLOWANCE FOR QUARTERS			CONTRIBUTION FROM BASIC PAY	MINIMUM MONTHLY ALLOTMENT TO DEPENDENT(S)		
	1 depend.	2 depend.	3 depend.		1 depend.	2 depend.	3 depend.
E–4	$83.10	$83.10	$105.00	$40.00	$123.10	$123.10	$145.00
E–3	55.20	83.10	105.00	40.00	95.20	123.10	145.00
E–2	55.20	83.10	105.00	40.00	95.20	123.10	145.00
E–1	55.20	83.10	105.00	40.00	95.20	123.10	145.00

and your command standing or military proficiency, are not considered.

The maximum advance pay you can draw is three months' basic pay, less withholding tax and Social Security. You must repay the advance in full. Normally, any advance must be liquidated in six months, starting on the first of the month following the month in which the advance was made.

Pay While on Leave

Each time you prepare for annual leave, you may arrange with your disbursing office to have your check mailed to you at your leave address. If you have your pay record with you while on leave, or are en route between stations, you could get paid by presenting your pay record, original orders, and ID card to a Navy or Marine Corps disbursing officer. If neither Navy nor Marine disbursing facilities are available within a reasonable distance, see an Army or Air Force finance officer.

If You're Overpaid

It doesn't happen often, but don't rule out the possibility that some pay day you will receive more than you expected. Human or mechanical error in the disbursing network could result in an overpayment. If you suspect an overpayment, the first thing to do is to contact your disbursing office to see about an adjustment.



In any event, you have some protection concerning a payback.

For one thing, you don't necessarily have to pay it all back the following pay day. Regulations provide that if you feel the checkage of your pay in a lump sum would cause you undue hardship, and the checkage would exceed two-thirds of your monthly basic pay, incentive pay, and special pay, you may submit a written request to your CO via the disbursing officer, indicating your financial status and the monthly maximum installments you think you could afford. If you know you're being overpaid, though, perhaps the wisest thing to do is simply salt the extra money away. It could come in mighty handy during the payback months ahead.

Pay Day

Exactly which day you receive your regular pay is up to your command. Until recently, most Navy commands held pay day twice a month. Unless COs directed otherwise, regular payments were to be made on the 1st and 16th of the month for officers, and on the 5th and 20th for enlisted personnel. Many COs throughout the Navy had directed otherwise over the years—usually directing that payday be held on the 15th and 30th for all.

Now, Navy commands are encouraged to hold pay day every two weeks instead of twice a month. Commands that adopt the biweekly pay system may select any day of the week as the regular pay day. "Payday



every other Friday" sounds mighty good, and is, say those who have it. Major advantages are the elimination of paydays which span three week ends, easier personal budgeting, owing to pay day on a definite day of the week, and, for most men, payment of the same amount each pay day.

This isn't to say you must be paid twice a month, or every other week. You are not required to draw your pay at any time other than the end of the two pay periods. You are paid in full on 30 June and 31 December, at which time your new pay records are ready to go into effect. Many Navymen, particularly those with some outside income and those on extended sea tours, like to let their money "ride on the books" for six months—the maximum.

The usual shipboard method of holding pay day is through cash payments in the pay line system. At shore

Navy Finance Center

The U. S. Navy Finance Center in Cleveland, Ohio, provides many financial services for Navymen and dependents. At your request, NFC will pay, in the form of allotment checks, specified sums from your pay for support of your family, savings bond purchases, insurance premiums and savings accounts.

The Finance Center occupies the major part of a five-story building in downtown Cleveland, and shares its facilities with several related agencies, such as the Family Allowance Activity, the Navy Audit Branch of the General Accounting Office, and the Navy Area Audit Branch Office. The Center has a military staff of 17 officers and 20 enlisted men, and employs 868 civilians.

The number of NFC accounts is more than one million, and the value of checks issued each year exceeds $1.5 billion.

The records of your ship or station disbursing office are regularly examined by NFC. The Center also audits various financial reports from ship and overseas activities, pays annuities, settles claims for arrears in pay, and collects for overpayments.

Although NFC pays Fleet Reserve and retired personnel, it does not pay active duty Navymen, except for those stationed in Cleveland.

activities, you may be paid by check, though not necessarily. If your duty station normally pays with cash, you may ask to be paid by government check on a one-time basis. Your request should be made to your disbursing officer at least five days before pay day.

With this background on pay in mind, the following report on allowances and allotments may help you pinpoint further the sources of payment that go into your total Navy income.

commissary and exchange privileges

SOME OF YOUR NAVY benefits are designed to keep money in your pocket rather than put it there. One such benefit is the privilege of purchasing food, household, and personal items at reasonable prices through Navy commissaries, exchanges and ship's stores.

Commissary and exchange facilities, conveniently located at most naval activities, make it easy for you and your authorized dependents to purchase basic commodities at fair prices. (In this case the same definition for "authorized dependents" applies as that for entitlement to Basic Allowance for Quarters; see p. 11.)

Whether you're stationed overseas, ashore in the United States, or on board ship, your commissary and exchange privileges help make life easier and more pleasant and, what's more, increase your buying power.

• *Commissaries,* usually maintained at the larger naval installations, provide food and other commodities at the lowest possible prices for the benefit of Navymen and their dependents.

• *Exchanges* and ship's stores stock items of necessity and convenience not supplied by the Navy, and sell to you and your dependents at reasonable prices. Virtually all Navy shore installations have exchange facilities, while most ships maintain ship's stores.

Overseas, foodstuffs not available on the "outside" may be standard fare at your commissary.



Items that are available outside your commissary or exchange normally carry higher price tags.

Navy personnel and dependents may also make purchases at Army and Air Force commissaries and exchanges—a handy arrangement if a Navy-operated store is not maintained in your area.

Keep in mind, you could violate the terms of your commissary and exchange privileges by reselling any items to unauthorized persons. Whatever you buy must be for your personal use, the use of your dependents, or purchased as a bona fide gift. Violation of this requirement could mean loss of your privileges.

allowances and allotments

AN ALLOWANCE is a contribution of money, or its equivalent "in kind," that helps you meet some of the expenses you incur in the course of your Navy career. There are several types of allowances—basic allowances for subsistence and quarters, and miscellaneous allowances for uniforms, clothing, housing and cost of living. Travel payment to home of record, and accrued leave payments, are allowances already described in the preceding article. Some allowance payments are made on a monthly, or recurring, basis; others are one-shot, lump sum payments. Some are paid automatically; others require an application by you.



• **Clothing Allowance**—Generally speaking, when you first enlist, and under certain conditions upon reenlistment or recall to active duty, you receive an initial clothing allowance. Depending on your duty assignments, you may be further eligible to receive a special or civilian clothing allowance. Once you have received an initial or special clothing allowance, you receive a monthly maintenance allowance.

There are three main types of clothing allowances. First is the Initial Clothing Monetary Allowance (ICMA). Recruits, among others, draw this one, which amounts to $169.25. (This may vary from year to year.)

Second is the Special ICMA, which provides funds to those who wear clothing of a type not customarily required by the majority of those in the Navy. It goes to those assigned to certain Navy bands, for example. It is also paid upon promotion to CPO. The rates vary, but the allowance is usually a lump sum payment of $300.

The third type is the Maintenance Clothing Monetary Allowance, which shows up in your regular pay. There are two categories, Basic Maintenance Allowance (BMA) and Standard Maintenance Allowance (SMA). For the recruit who draws the ICMA, the BMA of $4.20 a month starts six months later, and continues for

three years. Thereafter, an SMA is paid at the rate of $6.00 monthly.

When you make chief petty officer you draw a monthly basic uniform allowance of $6.00 for three years. You then begin to draw the CPO standard maintenance allowance of $7.20 per month.

As in the case of promotion to CPO, enlisted men promoted to warrant or commissioned rank may be entitled to an initial uniform allowance. However, the amounts of such allowances vary according to individual cases. Officers who receive permanent, Regular Navy appointments do not receive allowances for clothing.

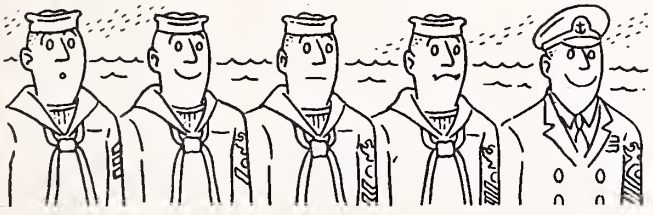
Under certain conditions, Reserve officers are entitled to an initial uniform allowance of up to $200 upon first reporting to active duty for more than 90 days. An additional uniform allowance of $100 is payable to certain Reserve officers each time they enter or reenter active duty or active duty for training for a period longer than 90 days. Reserve officers may also receive a lump sum uniform maintenance allowance of $50 after each four-year period of satisfactory federal service. This must, however, include at least 28 days of active duty or active duty for training performed after the date of entitlement to any previous uniform allowance.

The various rates and conditions under which you may be entitled to initial and special clothing allowances are described in section V, chapter 4, Volume IV, *Nav-Compt Manual.*

• **Subsistence Allowance**—Officers are entitled to an allowance for subsistence at the rate of $47.88 per month, regardless of rank or dependency status. All officers, on ship or ashore, married or single, draw the subsistence allowance and pay their own mess bills.

The subsistence allowance for enlisted personnel, commonly called Comrats (commuted rations), is usually limited to married men who live off base with their families and are granted the privilege of messing away from their duty stations. However, entitlement to Comrats is not automatic. Only after you apply and your request is approved will you be permitted to receive the allowance.

Effective 1 Jan 1963, the daily value of commuted



rations was set at $1.03 in the continental United States, and $1.15 afloat and overseas (including Alaska and Hawaii). These rates also apply to hospital, field, and leave rations.

If you draw Comrats, you may be permitted to eat in your base mess hall at a reasonable price. Effective 1 Jan 1963, charges for meals are:

	CONUS	OVERSEAS
Breakfast	.23	.25
Dinner	.45	.50
Supper	.35	.40

If you're assigned to certain types of shore duty, such as recruiting duty, you may be entitled to draw $2.57 per day subsistence if no government messing facility is



available. This applies whether you are married or single. Geographical area, status in respect to allowances, and types of duty all govern subsistence allowances. Owing to the many and varied conditions of such assignments, no standard sum can be given here.

• **Dislocation Allowance**—If you have dependents, you may be entitled to receive a dislocation allowance upon permanent change of station. This allowance is payable to men in pay grades E-4 (with more than four years' service) and above, under conditions described in Chapter IX, *Joint Travel Regulations.* The allowance is equal to one month's Basic Allowance for Quarters.

• **Family Separation Allowance**—This allowance, a part of the Uniformed Services Pay Act of 1963, is payable under various circumstances to men separated from their dependents for reasons of shipboard or overseas duty.

If you're on permanent overseas duty (including Alaska but not Hawaii), you may receive a monthly allowance equal to the BAQ payable to men "without dependents" in your grade if the movement of your dependents to your overseas station is not authorized, government quarters are not available, and your dependents are not in fact residing with you.

If you're in grade E-4 (over four years' service) or above, have dependents, and are entitled to BAQ, you may receive a monthly allowance of $30 if you are on shipboard duty away from your home port for a continuous period of more than 30 days, or if you are on temporary duty or temporary additional duty away from your permanent station for more than 30 days and your dependents do not accompany you to such station.

Also, any time the movement of your dependents to your permanent station or a place near that station is not authorized at government expense, and they do not in fact reside with you, you may receive a monthly family separation allowance of $30.

Station Allowances

Next to proficiency pay, Station Allowance is probably the least understood subject related to military pay. In general, station allowances are payments to those on duty outside the U. S. to defray the differences between

the average costs at a specific overseas station and the average stateside costs—when the overseas costs are greater.

Station allowances are payable when: (1) Your family is not with you and quarters are not available; (2) Your family is with you and quarters are not available for them; and (3) Messing facilities are not available to you or your family.

The three types of station allowance are Cost of Living Allowance (COLA), Housing Allowance (HA), and Temporary Lodging Allowance (TLA).

• *COLA*—This represents the relative difference between all living costs (less housing) for Navymen in the U. S. and similar living costs at overseas locations. The difference is shown in the form of an index for the overseas location. The index for that location, assuming a COLA is authorized, would be something greater than the base index of 100 which represents the U. S. as a whole. COLA rates vary, depending on your pay grade and the number of dependents you have.

• *HA*—This allowance is designed to compensate you for the high costs of rent, utilities, and moving in overseas. The housing costs at your overseas location are compared with the standard BAQ. Moving in or initial occupancy costs are other factors figured into your HA. Such costs are divided by the number of months of the average overseas tour at the location, and this amount is combined with the average monthly rental costs and utilities costs by pay grade to obtain the average, over-all, monthly housing cost. When the average BAQ for each pay grade is subtracted from the over-all housing costs, the difference is the housing allowance.

• *TLA*— This allowance is designed to reimburse you for extra expenses you incur when living in hotel type accommodations while awaiting permanent housing. The TLA is payable as follows: Maximum—not to exceed 60 days upon reporting to an overseas station; not to exceed 10 days upon departing from an overseas station. Rates vary from 50 to 150 per cent of the travel per diem rate, based on the number of dependents accompanying you.

Allowances for any location are reviewed once each year and are subject to change at any time. Check with your disbursing office when reporting to overseas duty to find out about the HA, TLA, and COLA, if any, for your area. (A word of caution: Station allowances are *not* payable unless your dependents are recognized as "command sponsored" in accordance with BuPers Inst. 1300.26 series.)



Basic Allowance For Quarters

If you're a family man, you may be eligible to receive a monthly Basic Allowance for Quarters (BAQ) in addition to your other pay and allowances. BAQ provides rental money for you and your dependents when you are not assigned government quarters or housing facilities under Navy jurisdiction.

• *Officer BAQ*—Officers without dependents normally receive a quarters allowance only when government quarters are not available. This means that officers without dependents who are assigned to shipboard duty, and to stations that have bachelor officer quarters, do not receive BAQ.

Officers in grade O-3 (LT) and below who have dependents are entitled to the quarters allowance whether they are serving ashore, at sea, or overseas, unless "rent free" government quarters are provided. Those in grade O-4 (LCDR) and above without dependents may elect to receive BAQ rather than occupy available government housing unless assigned duties requiring "on base" residency.

• *Enlisted BAQ*—The BAQ for enlisted men without dependents now ranges from $55.20 to $85.20 per month. However, if you have no dependents, you are entitled to BAQ only when government quarters are not available, such as when on recruiting duty or other independent type duty.



If you do have dependents, you are entitled to a monthly BAQ regardless of your pay grade. You are entitled to this allowance whether you're serving ashore, at sea, or overseas. If all your dependents are provided government quarters, though, you do not draw the BAQ.

BAQ and Allotment Requirements

Your BAQ varies according to pay grade. And, if you're an E-4 with less than four years' service, or an E-1, E-2, or E-3, according to the number of legal dependents you have. Here's how it works:

• If you're a non-rated man, or are in grade E-4 and have less than four years' service, you must provide a "Q" allotment to your wife as a requirement for BAQ entitlement, and your BAQ is based on the number of dependents you have (up to three).

The total monthly "Q" allotment must be for an amount not less than the applicable BAQ, plus $40.00. The total of these two sums—one provided by the Navy, the other contributed by you—is the amount sent directly to your wife or other dependents.

• If you're in grade E-4 with more than four years' service, or are in any higher grade, your entitlement to BAQ is determined on a flat "with dependents" or "without dependents" basis. And, you are not required to have a monthly allotment sent to your wife.

However, you may, if you wish, register a "D"

(dependency) allotment to your wife, in any amount you choose. You are urged to have a "D" allotment going to your wife each month.

This is sound family financial protection. What's more, if it's found you are receiving BAQ but aren't supporting your dependents, you could, for all practical purposes, be reclassified as a "member without dependents." This means that your allowance would be checked, or cut off, for any period of non support. The Navy expects you to provide adequate support in behalf of your dependents.

The table on page 6 shows the Basic Allowances for Quarters—and an additional minimum contribution required from you if you're an E-4 (less than four years' service) or below.

(Note that enlisted Reservists who serve on active duty for six months under provisions of section 262, Armed Forces Reserve Act of 1955, are considered to be serving "without dependents" regardless of marital status, and are also excepted from the Dependents Assistance Act. Therefore, six-month Reservists draw BAQ of $45.00 monthly only when government quarters are not available.)

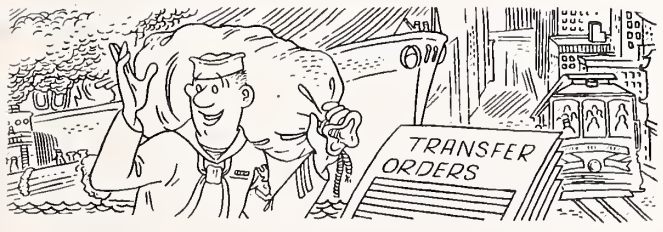
Remember that you or your dependents have the responsibility of notifying the disbursing officer or Family Allowance Activity in Cleveland (see box, p. 7) whenever your entitlement to BAQ ends as a result of change in dependency status.

Applying for BAQ and Allotments

An allotment is not started automatically. This means that you can't just tell your disbursing officer that you're married and expect your wife to receive a "Q" allotment, or that you'll receive BAQ in your next pay check. You must apply for the allowance, and, if you're an E-4 (less than four years' service) or below, you will be required to register a $40 allotment from your own pay to be applied towards your wife's "Q" allotment.

When applying for BAQ and/or your wife's "Q" allotment, there are certain conditions you and your dependents must meet. You'll be given an application which you must fill out, giving identifying information concerning yourself, your dependents, and their relationship to you.

If there is any doubt in the mind of the disbursing officer as to your dependents' eligibility, he may withhold credit. If so, you may register a "D" allotment pending



determination of your dependents' eligibility. This allotment, of course, is one in which the entire contribution is made by you from your regular pay (no cost to the government).

In the case of your parents, or children over 21 years of age, credit for BAQ cannot be given until the application is approved. Therefore, a voluntary "D" allotment should be registered. If you're an E-4 (less than four years' service) or below, the amount of this allotment



must be at least $40.00 if dependent parents are involved.

Eligible Dependents

For purposes of entitlement to BAQ, the term "dependent" is specifically limited to certain individuals under certain conditions. These dependents are:

• *Lawful wife.* A marriage is lawful only if both parties are eligible to marry on the date of marriage. (Some states have divorce decrees which require a second decree or waiting period before the divorce is final. Often, decrees require a waiting period before remarriage is permitted either within the state where the



decree is obtained or outside the state. Therefore, you should be careful not to remarry after divorce until you are positive the divorce has legally dissolved your previous marriage. This also applies to any previous marriage by your wife.)

• *Unmarried legitimate children under age 21.* Since the "Q" allotment requirement does not apply to officers and enlisted men in grades E-4 (over four years' service) and above, it is not necessary, if you're in such a grade, to submit proof of dependent children as a requirement for BAQ entitlement when you have a lawful wife or other approved dependent. However, if you're an E-4 with less than four years' service, or are in any grade below E-4, the number of children you have may affect the amount of your BAQ.

• *Legitimate stepchildren* who are unmarried and under age 21. These children must in fact be dependent upon you for a substantial portion of their support.

• *Adopted, unmarried children* under age 21. These children become eligible dependents only when appropriate action has been taken by a civil court of competent jurisdiction to permit adoption by you. A legally adopted, unmarried minor child must also be dependent on you for substantial support.

• *Unmarried, legitimate children over age 21* who are incapable of self-support owing to mental or physical

incapacitation, and who are dependent upon you for more than one-half of their support. It is not necessary that dependents in this category be members of your household.

- *Natural parents,* provided they actually depend on you for more than one-half their support. If your parents have an income from some source other than charity that exceeds one-half of their expenses, you cannot be considered as providing over one-half support.
- *A person* (including stepparents, former stepparents, or parents by adoption) who has acted as your parent for a continuous period of five years during your minority. Such person must depend on you for more than one-half support.

Requirement of Your Dependents

Your wife will normally have no responsibilities in connection with your application for basic allowance for quarters. However, if she has been married previously, she may be required to submit to the Navy family allowance activity evidence of the dissolution of her previous marriage, and, in certain cases, evidence of her marriage to you (if you have not submitted the marriage certificate).

If your wife has children by a previous marriage for whom you have applied for BAQ, she may be required to submit birth certificates. In addition, an affidavit will be sent to her by the Family Allowance Activity for completion. This affidavit concerns the amount of support, if any, being received by her from other sources.

If you have unmarried children over age 21 who are dependent on you because of their mental or physical handicap, the affidavit described above may be required from the custodian of the children.



If your wife needs assistance in obtaining any documents or information, she may ask the local Home Service Chapter of the American Red Cross, local welfare agencies (public and private), your Legal Aid Society, clerks of Court, and the Bureau of Vital Statistics, for help. All documents submitted (with the exception of naturalization papers—see p. 96) should be certified



or photostatic copies. (Make it a point to keep the original of all your documents. You may need them again.)

Parents, or any person who acted in a similar relationship, have definite requirements to meet. An affidavit known as the "Parent's Dependency Affidavit" will be sent to your parents by the Family Allowance Activity for completion. The Dependents Assistance Act specifically requires that the dependency of your father or mother be determined on the basis of an affidavit submitted by them. Make sure you stress the importance of this form to your parents. Carelessness or inaccuracy in filling it out may result in delay and, possibly, disapproval of your application for BAQ. If your parents need assistance in preparing affidavits or forms they should contact the same agencies and organizations suggested above.

First Allotment Check

You should remember that your family will not receive an allotment check immediately after application is made. The check is not mailed until the end of the month for which it is payable.

This means that if you registered your wife's "D" or "Q" allotment in March, for example, the amount would be withheld from your April basic pay, and your wife's first allotment check would be mailed on or about 30 April.

Generally the minimum time for allotments to reach wives and children is five to eight weeks after application. It takes at least three months after application for full "Q" allotments for parents to be processed and mailed. Meanwhile, the "D" allotment is effective.

Avoid a Lapse in Payments

Each month the Navy Finance Center receives a number of letters from dependents who complain they didn't receive their allotment checks. In most cases, failure to receive allotment checks on schedule can be traced to the failure of the Navyman or dependents to notify the Center of change of address. You should remember that when you move, and wish to receive your check at your new address, you should notify NFC before the 16th of the month.

It is suggested that you use the regular change of address card NFC sends to allotment payees periodically. Be sure you include your name and service number, and your old and new mailing addresses. And, to be on the safe side, file a change of address notice with you local post office. They will forward your mail.

medicare—for family and you

IF YOU'RE CHARACTERISTIC of most Navymen, medical care for your dependents is one of the major benefits you've discovered in choosing the Navy way of life. It's a good idea for you to understand the scope of benefits to which your family is entitled.

The provisions of Medicare are complicated. The following description will not be light reading, but it is important.

This article is addressed primarily to the Navyman on active duty and his family, although Navymen in other categories will be covered also.

The term *Uniformed Services*, as used here, means the Army, Navy, Air Force, Marine Corps, Coast Guard, the commissioned corps of the Public Health Service, and the commissioned corps of the Coast and Geodetic Survey. For the purposes of this discussion, the terms "uniformed services" and "military" will be used interchangeably.

Generally speaking, your dependents are eligible for both inpatient and outpatient care in medical treatment facilities of the Uniformed Services. This care is subject to local limitations of space and medical staff. In this regard it is important to remember that the primary mission of our military medical facilities is to care for active duty servicemen and women. The law specifically states that the care of dependents shall not be permitted to interfere with this primary mission.

Civilian Medical Care

The only persons eligible to receive *civilian* medical care under the program are the following family members of Navy men and women on active duty or active duty for training for more than 30 days:

- Wife.
- Husband, if dependent on Navy wife for over half of his support.
- Unmarried legitimate child, adopted child, or stepchild in one of the following categories: (1) Under 21; (2) 21 or over, but incapable of self-support because of a mental or physical incapacity that existed before the age of 21, and dependent on the Navy man or woman for over half his support; or (3) Under 23, enrolled in a full-time course in an approved institution of higher learning, and dependent on the sponsor for over half his support.

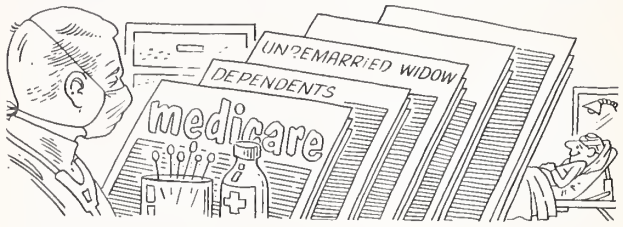
For these, the government will pay most of the cost of care in a civilian hospital. It will also pay most of the cost of both inpatient and outpatient maternity care. Treatment of injuries on an outpatient basis is also authorized. The government will not pay for routine civilian outpatient care, meaning the usual visits to a physician's office, a clinic, the outpatient department of a hospital, or a physician's visit to the home of a patient.

Members of your family who live with you, however, must use service facilities if available and capable of providing the required care. Husbands, wives, and children are considered to be living with you if they reside in the area you are assigned, in the area of your permanent duty station, or in the home port or home yard of a ship—even though you may be temporarily away.

If you are ordered to active duty for more than 30 days, your parents or parents-in-law are eligible for care in service facilities provided they are dependent on you for over half their support and living in a home you provide or maintain.

Dependents of Retired and Deceased Navymen

Certain dependents of the following Navy personnel are eligible for care in Uniformed Services medical



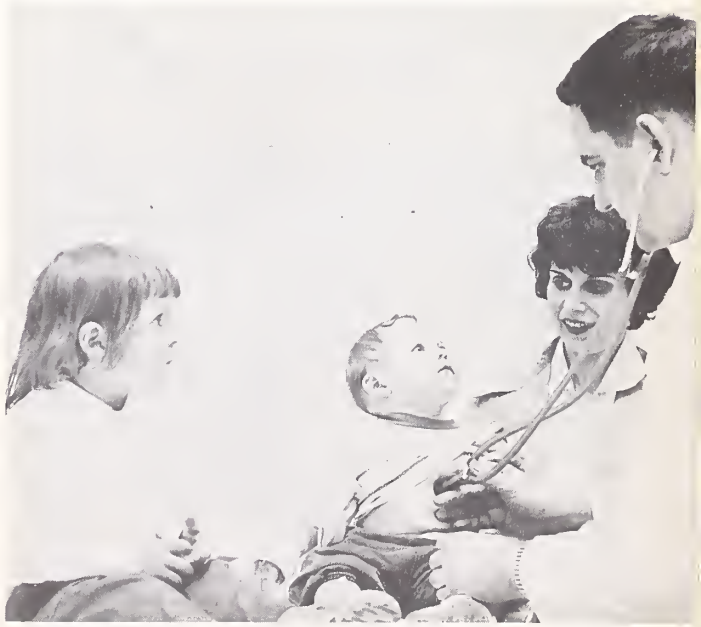
facilities: (1) A Navy man or woman who was called to active duty for more than 30 days and died while on that duty; (2) a retired Navy member (excluding those retired for non-Regular service who served less than eight years on active duty); or (3) a Navy man or woman who died while retired.

Dependents eligible include those already listed as eligible for civilian medical care plus the following:

- Unremarried widow.
- Unremarried widower, if he was dependent on active duty or retired Navy wife at the time of her death for over half of his support because of a mental or physical incapacity.

Identification

When a member of your family applies for any kind of medical care—at a service or civilian facility or to a



civilian physician—the dependent is required to present his *Uniformed Services Identification and Privilege Card* (DD Form 1173) as proof of his eligibility for medical care.

All your eligible dependents, except children under 10, will be issued a card when you, as their service sponsor, apply for one. If you have children under 10 you must furnish proper identification and certify that the child is eligible. Some children under 10 may be issued a card if they do not live with their parents.

The card must be turned in: (1) When it expires; (2) when a new card is issued; (3) if you die, are discharged, retire, or are released from active duty; or (4) when the person is no longer a dependent. If you die or retire, your dependents will be issued a new card indicating that their continued medical care is authorized but only in Uniformed Services facilities.

How Changes in Status Affect Eligibility

When you are discharged, separated from the Navy for any reason other than retirement, or are officially placed in a desertion status, your dependents lose their eligibility for care in both civilian and military facilities.

When you retire, your dependents can no longer receive civilian care, but remain eligible for care in military facilities.

If you die on active duty, your dependents:

- Lose eligibility for civilian care with the following exceptions: A wife whose husband dies on active duty and who is pregnant at the time of his death may be provided obstetrical and maternity care for that pregnancy from civilian sources; or, a dependent who is receiving care in a civilian facility at the time of the death of the Navyman, or who requires care in a civilian facility as the result of being in the same accident or disastrous situation that proved fatal to him, may be provided civilian care until transfer to a military medical facility can be arranged.
- Your dependents retain eligibility for care in military medical facilities. However, widowers must meet certain special qualifications.

If you die after you have retired, your dependents remain eligible for care in military facilities only.

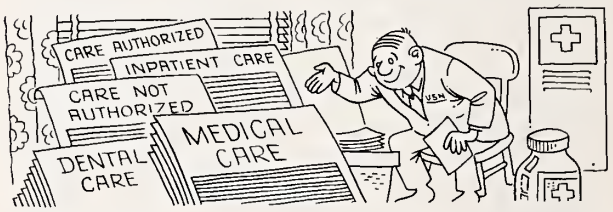
If you are divorced from a wife or dependent husband, they lose their eligibility for care in both civilian and military facilities. The eligibility of children is not necessarily affected by the divorce, nor does the remarriage of the divorced wife necessarily end a child's eligibility for medical care.



Children lose eligibility before reaching 21 if they marry a person whose dependents are not eligible for care under the program. Their eligibility ceases on the date of marriage.

Civilian Care of Dependents in the U. S.

If members of your family are eligible for civilian care but they do not live with you, they may choose between civilian medical facilities and Uniformed Services facilities. Remember, however, that the program



does not provide coverage for every type of medical care.

Even if your dependents are eligible for civilian care, if they reside with you, a uniformed services authority must be contacted to determine whether or not the required care can be provided in a nearby service medical facility. If it cannot, you will be issued a *Nonavailability Statement* (DD Form 1251). This statement is to be used immediately, in connection with a current illness or condition.

Under the following circumstances no nonavailability statement is needed:

- In an acute emergency requiring immediate treatment from civilian sources as the nearest available medical facility to preserve life or prevent undue suffering.
- When a member of your family is away from home. The person signing the claim forms must make an entry certifying that the dependent was *on trip.*
- For maternity care required by a Navyman's wife if pregnant when he died on active duty. Under these circumstances the widow must obtain a statement from a Uniformed Services official indicating that she is eligible for civilian maternity care.

A nonavailability statement may be issued to cover civilian medical care already begun or completed when it is determined that the patient could have obtained a statement by applying for it before the care began.

The issuance of a nonavailability statement does not guarantee that the requested care will be authorized or paid for by the government. It serves only as evidence that the desired care is not available from a reasonably accessible military medical facility. The government's liability for payment of claims is determined from the clinical information and/or certification furnished by the attending civilian physician.

Each source of civilian care will furnish you with a claim form (DA Form 1863-1, *Services by Civilian Hospitals, Private Nurses, Anesthetists, Physical Therapists —Medicare,* or DA Form 1863-2, *Services by Civilian Physicians and Dentists—Medicare*).

When a member of your family applies for civilian medical care, the physician should be asked if he will

accept the member as a patient under the Medicare Program. Except for outpatient treatment of bodily injuries, the government pays the physician for authorized care with the understanding that there will be no additional charge to you or your family.

Civilian Care of Dependents Outside the U. S.

In overseas areas, as in the United States and Puerto Rico, members of your family who do not live with you may choose between civilian medical facilities and those of the uniformed services. However, it is required that either you or your dependent apply for instructions to the naval overseas commander of that area. If your dependents live with you overseas, care will normally be provided at a Uniformed Services facility. In areas where there are no such facilities, or if service facilities are not able to provide the needed care, you may obtain civilian medical care. The naval overseas commander establishes the procedures for civilian medical care of dependents in his area.

Medical Care Provided

If medical staff, space, and facilities are available, your family may obtain the following care at Uniformed Services facilities:

- Diagnosis.
- Treatment of: Acute medical conditions; surgical conditions; contagious diseases; acute emergencies of any nature; immunization; maternity and infant care.

The above types of treatment include medications, subject to their availability, at Uniformed Services medical facilities.

The care listed above is not available at the following facilities operated by the Public Health Service:

- Outpatient offices (distinguished from outpatient clinics).
- Designated physicians' offices.
- Indian or Alaskan native service hospitals.

Medical Care Not Provided

Your family will not be provided hospitalization at Uniformed Services medical facilities for the following:

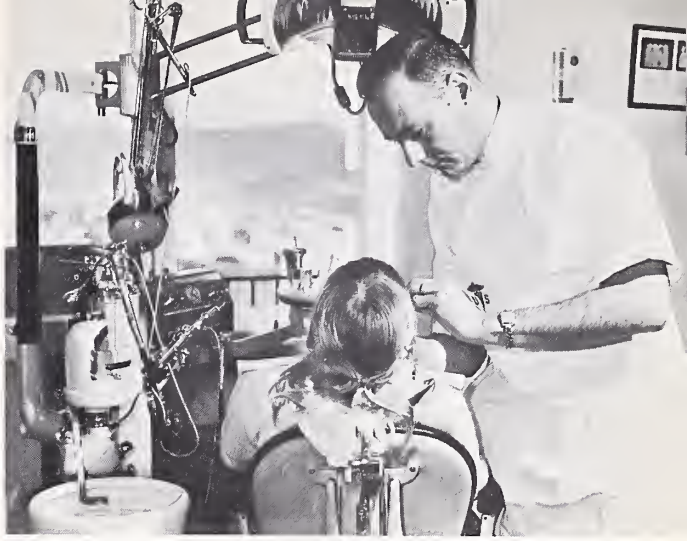
- Chronic diseases, except for acute flare-ups or complications requiring active or definitive medical or surgical treatment.
- Nervous and mental disorders, except for diagnostic purposes.
- Care a patient might like to have but considered not medically necessary. (An example is plastic surgery solely to improve appearance.)
- Domiciliary care (care normally provided in an institution such as a nursing or convalescence home).

In addition, the following devices and services are not provided:

- Artificial limbs, artificial eyes, hearing aids, orthopedic footwear, or spectacles. (Outside the U. S., or in a prescribed remote area within the U. S. where these items are not available from private sources, they will be sold to eligible members of your family, if available from government stocks, at cost.)
- Ambulance service, except that a government ambulance may be used in an acute emergency as determined by the medical officer in charge.
- Home calls, except in special cases where the medical officer determines that home calls are necessary.

Dental Care

In the United States (including Alaska and Hawaii)



dental care for your family at military facilities is limited to emergency treatment to relieve pain or suffering, and dental care which is a necessary part of the treatment for a medical or surgical condition.

However, routine dental care is authorized at military facilities in locations specifically designated as remote areas. Routine dental care is also authorized for dependents in military facilities outside the United States and Puerto Rico.

It is important to remember that dental care of dependents, as is the case with medical care, is authorized only on a space available basis. Routine dental care does not include prosthetic services such as making or repairing dentures or bridges.

Fees at Uniformed Services Facilities

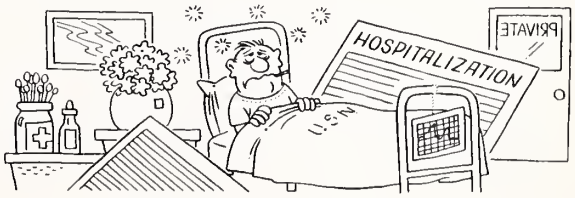
Dependents admitted to a Uniformed Services hospital must pay $1.75 a day.

There is no charge for outpatient care or dental care.

Medical Care From Civilian Sources

The following civilian medical services are authorized for most dependents of Navy men and women on active duty for more than 30 days:

- Hospitalization in semiprivate accommodations (two, three, or four beds in a room), not exceeding a



year for each admission; all necessary services and supplies furnished by the hospital during hospitalization, and doctors' bills during the hospitalization for the following: Treatment of acute medical conditions; treatment of contagious diseases; or treatment of acute surgical conditions and of certain nonacute surgical conditions when certified by the physician in charge as being medically indicated.

- Complete obstetrical and maternity care, including in-hospital care of the newborn infant. However, infants delivered by civilian physicians in a home or office may receive the care they need on an outpatient basis up to 10 days following delivery.
- Partial coverage for private-duty nursing service

during hospitalization when the attending physician certifies that such service is needed.

- X-ray, radium, or radioisotope therapy on an outpatient basis if such therapy is begun or prescribed during hospitalization.
- Outpatient treatment for bodily injuries such as fractures, dislocation, lacerations and other wounds.
- Services of a consultant if required.
- Services of an anesthetist and a physical therapist when the attending physician certifies that such services are required for the proper care and treatment of the patient.

Emotional Disorders—In-hospital treatment of acute emotional disorders is authorized when certified by the attending physician as constituting an emergency that threatens the life or health of the patient. Payment by the government is authorized *only* until the disorder subsides; or arrangements are made for care at other than government expense; or 21 days of hospitalization have ended, whichever is earliest. Outpatient care from civilian sources is not covered under any circumstance.

Outpatient Care in Civilian Facilities

Outpatient care from civilian sources is restricted to: Obstetrical and maternity care; care of an infant born outside a hospital (limited to 10 days after delivery); treatment of bodily injuries; services required of a physician or surgeon immediately before and after hospitalization for an injury or operation, including pre- and post-hospitalization tests and procedures; and X-ray, radium, or radioisotope therapy begun or prescribed during hospitalization.

Dental outpatient care is limited to treatment of bodily injuries customarily cared for by dentists.

Drugs and Medicines

The government will not pay for medications dispensed or prescribed by a physician on an outpatient basis and obtained by you or your family from civilian sources. However, physicians furnishing authorized outpatient care to your family may include in their bill to the government the cost of the drugs they administer *by injection*. Also, payment is authorized for medication furnished by a hospital to a dependent during hospitalization and for use during such hospitalization.

Transportation of Dependent Patients

Situations may arise when a member of your family will have to be moved from a civilian hospital to a military medical facility or from one military medical facility to another. In such cases, transfer will be made by government transportation when available. If government transportation is not available, you will have to pay.

This has been intended as a presentation of the basic facts on the Dependents Medical Care Program, but it is neither authoritative nor comprehensive. For more specific, as well as authoritative, details, particularly as to the kinds of medical care authorized and not authorized at government expense, ask in your personnel office to see SecNav Inst. 6320.8A. For supplemental information on overseas medical care, see BuMed Inst. 6322.6B.

housing-at home and abroad

IT MAY TAKE a heap of living to make a house a home, but before you begin you must have the house—or adequate living quarters.

That's the reason for the Navy's Family Housing program. It is a continuing effort, by which the Navy aims to better its over-all housing situation.

At many locations houses and apartments are found in abundance, and at moderate cost. However, at isolated naval installations, living facilities would not be available without such a program. At others there are just not enough quarters to go around and houses and other rentals may be priced beyond the average man's budget.

In such cases, the Navy's aim is to furnish adequate shelter for its personnel. During a previous tour, you may have been stationed at a location where living facilities left something to be desired. The situation has improved considerably in the past few years and it will undoubtedly be better in the future.

Here's some historical background. Before 1941 family public quarters were provided on a limited basis for certain key personnel at individual naval activities. Because of the acute housing shortage developing in many localities during World War II, an extensive housing program was undertaken to provide adequate housing facilities for Navymen and their dependents, both within the continental United States and overseas. This housing program has taken many forms, including public quarters built or acquired with appropriated funds, rental housing, Wherry housing and trailer facilities. Housing is now programmed for Fleet personnel and their families as well as for shore-based personnel.

Today, the Navy has approximately 90,000 family



housing units and more are becoming available. Approximately 8000 additional units are now in the planning or construction stage.

The family units included in the Navy's Family Housing Program consist of public quarters, government rental units and government-insured, privately financed projects (Wherry housing). It is the Navy's policy to continue the effort to provide suitable public quarters where adequate housing is not available in the community at a reasonable cost and within reasonable commuting distance. Pending availability of such quarters, the

policy is to effect an equitable distribution of available assets.

This is a rundown on the types of housing available and some information concerning the regulations governing your assignment to them.

Public Quarters

This is government-owned or government-controlled housing administered by the Navy and occupied without payment of cash rent. If you occupy this type of housing you surrender in full your BAQ but, on the other hand, you have no further expenses to pay for your housing. It is available to both officers and enlisted personnel.

If you are an officer and report for duty at a permanent activity where public quarters are available, you will be assigned by the CO of your new activity. Quarters may include furniture. (The Navy is attempting to



provide furniture of a non-personal nature at certain overseas locations where climatic conditions, such as excessive dampness, tend to spoil your good furniture, and at places where local tax laws cause your furniture to be an expensive burden to you. In such instances there may be a proportionate cut in your weight allowance for shipment of household goods.)



As a rule, due consideration is given to the suitability of the quarters for the officer concerned, his position in the organization and his grade as well as the size of his family.

If an officer is not accompanied by his family when he reports to a new station, his CO will assign him to a room in the Bachelor Officers Quarters, if available. In this connection, considerable attention is being given to increased livability of BOQs in the way of furnishings and facilities.

If you are a married enlisted man, assignment of public quarters that are available is made by the commanding officer (or his representative), who bases his decision upon the number of dependents and other considerations.

If you are not furnished family public quarters (if you are entitled to them), you will be paid BAQ in lieu of family quarters, whether officer or enlisted. If your family does not accompany you, you will, in addition, be provided with accommodations for yourself aboard

Information Available on Living Conditions Overseas

IF YOU PLAN to take your family with you when going to an overseas station, you should investigate the living conditions in that area before leaving the United States. Pamphlets which give a general idea about the living conditions (shelter, schools, transportation, stores, required clothing, food, etc.) for various foreign locations are made available through the Bureau of Naval Personnel.

Normally, the order writing activities include a copy of the applicable pamphlet with your orders to an overseas station. If, however, this has been overlooked in your case, you can get the latest information on living conditions by addressing a request to the Chief of Naval Personnel (Attn: Pers-G221), Navy Department, Washington, D. C. 20370.

Here is a complete list of pamphlets available at the present time on living conditions at overseas stations, large and small:

Alaska:
- Adak
- Kadiak

Antigua, W. I.
Azores
Bahrein (Middle East Farce)
Barbados, W. I.
Bermuda
Brazil
Chichi Jima
Cuba (Guantanama Bay)
Cyprus
Denmark (Capenhagen)
Eleuthera Island
England (Landan)
Eritrea (Asmara)
France (Mediterranean Area/ Sixth Fleet)
Germany:
- Bann
- Bremerhaven

Greece
Hawaii
Iceland
Ireland (Landanderry)
Italy:
- Naples
- Rame

Japan:
- Yakasuka/Yakahama
- Saseba
- Iwakuni
- Atsugi
- Kami Seya

Karea
Kwajalein
Malta
Marianas:
- Guam
- Saipan

Midway Island
Maracca (Part Lyautey)
Newfaundlond (Argentia)
Narway (Osla)
Okinawa
Panama Canal Zane
Philippine Islands (Subic Bay/Sangley Paint/Cubi/San Miguel)
Partugal (Lisbon)
Puerta Rico (San Juan/Raasevelt Roads)
Scatland (Edzell)
Sicily (Siganella)
Spain:
- Madrid
- Barcelana
- Rata
- Cartagena

Thailand (Bangkak)
Trinidad, W. I.
Turkey:
- General (JUSMMAT)
- TUSLOG Detachments

Vietnam (Saigan)

housing - at home and abroad

your station. Shipboard personnel are eligible for housing in their home port on the same basis as shore-based personnel. All those who are drawing, or are eligible for, BAQ are eligible for housing.

Rental Housing

This is Navy-owned and operated housing for which the Navyman pays a stipulated amount as rent without forfeiture of his quarters allowance. The primary distinction between rental housing and public quarters is the basis upon which the occupancy of government space is held. In the case of rental housing, occupancy is established on the basis of the landlord-tenant relation ship involving payment of a specified amount and a contractual agreement between the government and the Navyman, which gives the Navyman the same rights in the property rented that he would have if he were renting from a private owner. (In the case of public quarters, discussed above, the occupant has possession on a strictly "permissive basis;" he has no contract and his housing is at the sole option of the government.)

The Navy manages government rental housing for Navy personnel. The commanding officer sets up a local housing organization, the size of which depends on the number of rental housing units, the locations and concentrations of housing at his activity, and the availability of personnel and funds. Each prospective tenant for rental housing must file a Navy Rental Housing Projects Application (NavDocks Form 430 or other prescribed form) through his unit commander or directly to the housing management as specified by the CO of the activity.

There are usually waiting lists for each type and size of unit, established and maintained by the project housing office. Position on a waiting list is usually determined by the date of your application or the date you report for duty.

In addition to Navy public quarters and rental housing, Wherry housing is sometimes available. This consists of privately financed and privately operated rentals which are made available on a voluntary basis. Wherry units are operated by private owners at various locations throughout the U. S. Rental rates have been established in accordance with officer and enlisted BAQ in order to keep the rent within your means. All Wherry housing is unfurnished, except for refrigerator and stove. In some cases, the flat rental rate includes the cost of all utilities (heat, gas and electricity), while in others, you are charged for them in addition to rent.

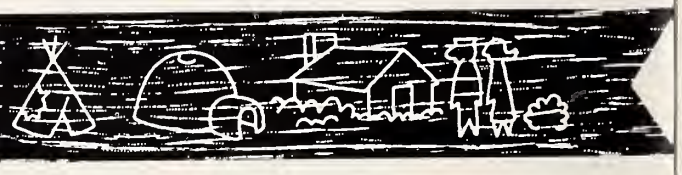
In areas where Navy housing shortages exist and you find it necessary to look for civilian housing on your own, it is advisable to consult your Legal Assistance Officer before signing a lease or contract.

Navy Community Life

Wherever you live you'll find that Navy life is a community affair and you are an important part of it. There are recreation, social and cultural activities sponsored by the Navy to bring Navy families together. Picnics, street-dances, card parties, athletic events, garden club contests, scouting competitions and hikes, concerts, movies, lectures and other kinds of events are often arranged making for the enrichment of Navy life.

You will find that everyone in the "community" is anxious to be your friend and be a part of the big Navy family. In civilian housing projects where Navy families live, Navymen are conscious of this and know that if they fail to maintain high standards of citizenship, such failure reflects on the whole community. Keeping your quarters in shipshape condition is one of the best contributions to community life that you can give. Every Navy community has a place where you can obtain lawn mowers, garden equipment, rakes, etc. There is regular garbage and trash pickup, too.

buying a home



EVER SINCE THE FIRST MAN discovered a cave, he has considered shelter to be one of his basic necessities. Nowadays, the largest part of the population is no longer content with caves and has moved on to bigger and better things—houses.

Houses come in various shapes and sizes. Most of them, however, have one thing in common—a mortgage.

There was a time when a mortgage on the old homestead was the first step to the poorhouse. In the middle of the 20th century, however, a mortgage is not entirely a liability. It is frequently an asset.

A mortgage, of course, is simply a sum of money which has been loaned to help purchase a house. The mortgage is passed from owner to owner until it is fully paid, either at the end of its life or through refinancing.

If the mortgage on the house you want to buy nearly equals the selling price, less money has to be scraped together for a down payment.

Here's how it works. Let's assume you have found a house you want to buy which carries a price tag of $20,000. If you're lucky, the house will have a large first mortgage (sometimes called a deed of trust) which



is payable at a low rate of interest over a period of 25, 30 or even 35 years.

If the first mortgage is $18,000, there is only a $2000 difference between the mortgage and the selling price. This represents the down payment necessary to buy the house.

First and Second Mortgages

Now let's assume you have only $1000 in your bank account. If the seller agrees to accept a down payment

of $1000, there is still $1000 remaining unpaid. This can be adjusted if the seller will accept a second mortgage (or deed of trust).

The terms of payment on the first mortgage when you buy the house will be the same as those set forth by the lender when the former owner obtained the mortgage. The second mortgage payment terms will depend strictly upon whatever agreement you and the seller reach.

This type of purchase is called an assumption. It is so-called because the purchaser assumes the loan which a former owner of the house obtained.

It is, by far, the easiest way to purchase a home, for there are no loan applications to be made, no waiting for an appraisal, for credit references to be checked, no loan to be approved. In general, no muss, no fuss.

Let's suppose you find a house priced at $15,000 which you want to buy. There is one difficulty. The mortgage on the house is only $5000. Unless you have a substantial amount of cash to pay down, the monthly payments on the second mortgage combined with those of the first mortgage would be burdensome or impossible.

There is a way out of such a situation. The house can be refinanced. This is the same procedure which would be followed if a new home were purchased on which a mortgage had never been placed.

Methods of Obtaining a Loan

There are three methods of obtaining a new loan. The simplest for those who can afford it is to call several lenders, inquire as to their interest rates and maximum number of years over which a mortgage loan can be paid. Next step is to apply for the loan from the company whose terms best suit you. Usually the mortgage money is available inside of two weeks. This is called a conventional loan.

Such a loan frequently requires a rather large down payment. Sometimes it is as much as one-third of the value of the house.

For most Navymen, the FHA in-service loan is the best answer to the mortgage problem when placing a new loan. It requires much less cash investment and, in most cases, can be spread over 25, 30, or even, in some cases, 35 years, which makes your monthly payment lower.

FHA, as you probably know, stands for Federal Housing Administration. The FHA does not make loans. It insures mortgage loans made by banks, savings and loan associations, mortgage companies and other lending institutions approved by the FHA.

The FHA and the lender will want to know a few things about you. One is the state of your credit. If it is bad, your chances of getting FHA and lender approval are about nil.

Another item of interest is your income. FHA has no rule concerning the ratio of your income to the price of the house you buy. In 1962, however, the *average* FHA buyer's anticipated monthly housing expense (mortgage payment, utilities, repairs and maintenance) was between 20 and 21 per cent of his income before taxes.

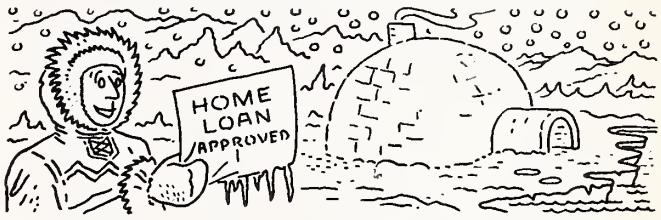
The FHA has minimum building standards which your house must meet but it does not guarantee the construction. Most builders of new houses anticipate a large number of their sales will be financed by FHA loans, therefore, most homes are built to conform to the FHA minimum requirements.

FHA Loans

Now for the mechanics of obtaining an FHA in-service loan. You should first obtain from your CO a certificate of eligibility (Department of Defense Form 802).

This form certifies that you are currently serving on active duty, have had at least two years of such duty, and require housing.

When it is completed, present the original and three copies of the approved certificate to the lender or his



agent (a list of local lending organizations can be obtained from the FHA insuring office if you need one) at the time you make application for an FHA mortgage loan.

The advantage of an FHA in-service loan lies in the fact that you need pay down no more than ten per cent of the property value as appraised by FHA. Lenders have a somewhat involved formula for figuring the amount of the minimum down payment which may enable you to make your purchase for even less. The amount of an in-service loan is limited to not more than $20,000.

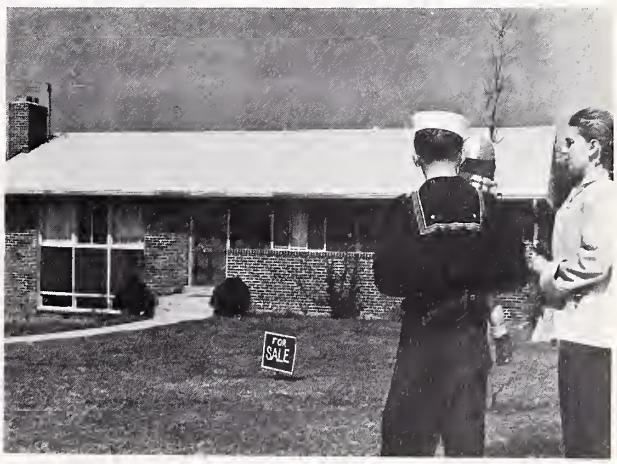
The interest rate also is comparatively good. Servicemen pay five and one-quarter per cent interest per annum—one-half of one per cent less than non-servicemen. In terms of cash, this keeps about five dollars in your pocket each month provided you purchase a moderately priced house.

G. I. Bill Financing

Another method of financing the purchase of a house is under the G. I. Bill. Anyone is eligible who served on active duty for at least 90 days between 16 Sep 40 and 26 Jul 47 or between 27 Jun 50 and 1 Feb 55 and was honorably discharged after such service.

The expiration of your eligibility can be determined by adding 10 years to the date of your discharge and adding one year for each three months of active duty.

Eligibility for everyone who served during World



War II ends on 25 Jul 1967. For those who served in Korea, eligibility ends on 31 Jan 1975.

You don't have to be out of the service to be eligible for a G.I. loan BUT *you must have been honorably discharged or separated at some time after having served during World War II or the Korean conflict,* depending upon which bill you intend to use.

Steps in obtaining a G. I. loan are similar to those necessary to obtain an FHA loan. You can obtain a Veterans Administration pamphlet (VA 26-4) which provides question and answer type information concerning this type loan.

There is no fixed down payment for a G. I. mortgage loan. Houses which have a VA appraisal must be sold for no more than the appraised value.

This is not true in the case of an FHA loan. An FHA appraisal determines the amount of an FHA insured loan. It does not necessarily reflect the full current market value of the house.

Sales Contract

While financing the purchase of a house is undoubtedly of major importance, the basic step in a real estate transfer is the sales contract.

This is a written agreement between the purchaser and the seller. Contract forms can usually be purchased at any stationery store or obtained from your legal assistance officer. There are blank spaces for the names of the purchaser, the seller, the real estate agent (if any), the price of the house, the terms of the sale and the dates of settlement and possession.

Once the contract is signed, it commits you to buy and the seller to sell the property named. If either party fails to perform under the terms set forth in the contract, the result is almost inevitably trouble.

Because the contract is such an important part of the real estate transaction, it should leave nothing to the imagination.

If movable items such as a refrigerator, stove, storm doors, windows, venetian blinds are to be included in the sale, they should be mentioned in the contract otherwise the seller will have the right to remove them. If the seller is to make any alterations or repairs to the property being bought, the work should be spelled out in the contract.

Unless you are an old hand at real estate transactions, it is a good idea to get legal advice before signing a contract. Frequently, this is obtainable from a legal officer. If it is not available at your station, the yellow pages of the phone book should prove helpful. One tip—attorneys specialize much as doctors do. Be certain you get an attorney familiar with real estate law.

The final step in a real estate transaction is settlement. This is the day when, in most cases, you go to the office of the settlement attorney. You should make this trip with money in your pocket for there will be expenses incident to the purchase of your house which must be paid at this time.

In addition to the attorney's fee, title search and survey costs, you will be expected to pay your share of the insurance and taxes which may have been paid in advance by a former owner. If you are buying a new house, an escrow account will be established for these purposes. If a new loan has been placed on the house, you may have to pay a loan fee to your lender. Such a fee is commonly referred to in the real estate and mortgage businesses as *points.*

To be brief, you should be prepared to part with from $300 to $600 at this time. Settlement attorneys usually obtain these figures by telephone before receiving written confirmation and can give you advance information on the cost if you request it. Frequently builders and real estate agents can give a pretty close estimate of closing costs. Occasionally home owners who are selling their own homes can do this.

Real Estate Agent

When a Navyman wants to buy a house, he usually debates whether or not he should employ the services of a real estate agent.

An agent has an advantage that a stranger in town does not have—he knows where the houses are and can take you there in his car. This saves endless time and effort. Frequently this is important.

An agent is, or should be, helpful when a new loan is involved since it is his job to find a lender who will make a loan under the terms stated in the sales contract.

The cost of an agent's services are theoretically the seller's expense but the commission is sometimes passed on to the purchaser concealed in an inflated price asked for the house.

Houses are like other merchandise, however. The man who shops around soon knows a fair price when he sees it.

The following table shows the monthly payments (principal and interest) on each $1000 borrowed at various interest rates and for various periods.

These computations will not be exact for large sums. To be exact, you should have an amortization schedule which can be obtained from most lending organizations. For quick figuring, however, the following is sufficiently accurate.

Monthly Payments on Each $1000

When Interest is (per cent):	10 YEARS	15 YEARS	20 YEARS	25 YEARS	30 YEARS
4	$10.13	$7.40	$6.06	$5.28	$4.78
4½	10.37	7.65	6.33	5.56	5.07
5	10.61	7.91	6.60	5.85	5.37
5½	10.86	8.18	6.88	6.15	5.68
6	11.11	8.44	7.17	6.45	6.00



reenlistment incentives

REENLISTMENT CAN BE your key to duty on a South Pacific isle. Or, when you sign up for another hitch, the Navy may guarantee you a transfer to the fleet of your choice, the type command in which you desire to serve, or to new construction. The nice thing about this transfer option is the fact that you can hold your orders in your left hand when you raise your right.

The Navy can also guarantee you class "A", "B" or "C" school under the provisions of the STAR or SCORE program or Article 12.8 of the *Enlisted Transfer Manual.* These will be discussed later.

Choice of Duty

Duty assignment options when you reenlist are an incentive offered to Navymen. If you are serving on sea duty upon reenlistment, the Navy may guarantee you:

- Retention on board your present ship for one year



after reenlistment. (Unless you are serving in a preferred sea duty billet.)

- Transfer to another type command within your fleet.
- Transfer to another fleet.
- Transfer to new construction.
- Transfer to an overseas shore billet.

If you are serving on shore duty when you ship for four or six years, you can be guaranteed your choice of fleet or type commands.

Here's how it works: If you are within one year of the expiration date of your present enlistment, you can ask your personnel officer to forward your choices of duty to the appropriate Navy office. To increase your chances of receiving orders of your choice, you should specify at least two preferences in the order of their importance. You may include desired home ports with your choice of duty, but homeport assignments are not guaranteed. Port assignments will depend upon individual requests and the availability of a billet.

If you are on your second or later enlistment, you must make your request at least six months prior to your separation date, or you will not be eligible for the transfer option. First enlistment Navymen may wait until three months prior to EAOS, but the sooner the request is made the greater are the chances it will be granted.

When your request arrives at EPDOPAC, EPDOLANT or BuPers, the Navy will determine whether or not an opening exists within the limits of your request. If not, you will be notified. If your request is approved you will receive conditional orders. The date of transfer will be within four months of the date your active service would normally expire. The orders will become effective only if you reenlist for a period of four or more years.

At this point you have your orders in hand, but have not yet agreed to reenlist or otherwise obligated yourself. You may choose to:

- Reenlist and accept the orders.
- Reenlist but not accept the orders.
- Not reenlist, in which case the orders would not be valid.

If you do not accept the orders, normal personnel distribution procedures would be followed.

Should you be on sea duty at the time of reenlistment and eligible for transfer ashore, you may still accept the reenlistment option orders. If you do accept the orders, however, you will be guaranteed at least one year at your new duty station before transfer to shore duty.

Eligibility requirements and procedures for requesting reenlistment transfer options are contained in BuPers Inst. 1306.73 series. To be eligible you must:

- Be within one year of expiration of active obligated service (EAOS).
- Be in an on-board-for-duty status. (Navymen who already have permanent change of station orders are not eligible.)
- Be PO3 or above.
- Be recommended for reenlistment by your commanding officer.
- Be willing to reenlist for four more years. (You may receive your conditional orders, however, before you make your final decision.)
- Have served one year on board your present duty station. (If you have not served one year, your conditional orders will normally become effective on the date you complete 12 months' service at your present command.)

For inter-fleet transfer, a career man must have served at least three years in his present fleet. (Navymen on their second or later enlistments are considered career



men.) First term Navymen, however, must have only served two years in present fleet. Most first term men would not be eligible for inter-fleet transfer, with a three year duty requirement.

STAR Program

If educational and advancement opportunities are more important to you than a choice of duty stations, you may get a head start up the Navy ladder by reenlisting under the STAR or SCORE program, or under the provisions of Article 12.8 of the *Enlisted Transfer Manual*, which guarantees "A" or "B" schools to qualified Navymen.

If you are satisfied with the advancement potential of your present rating and have completed *at least one but not more than three years of active Naval service*, you may decide to reenlist under the Selective Training and Retention (STAR) program. As a STAR participant you will receive an early discharge to reenlist immediately for six years. Under the STAR program you will receive:

- Guaranteed assignment to class "A" school, for those in pay grade E-3. (Assignment to schools normally takes place within one year after school has been requested.)
- Automatic advancement to E-4. STAR Navymen who graduate from class "A" school with final marks above the average grade for the previous four quarters may be automatically advanced to E-4 after they have completed six months in pay grade E-3 and have been recommended by their commanding officers.
- Guaranteed class "B" school if you are in pay grade E-4 or E-5. If there is no "B" school for your rating, but an appropriate "C" level school does exist, you will be guaranteed "C" school.
- Automatic advancement to E-5 if you enter the program as a PO3 and graduate from class "B" school, after having served at least one year in rate.

Other details of the STAR program are spelled out in BuPers Inst. series 1133.13.



SCORE Program

The SCORE program is tailor-made for Navymen who wish to change their ratings to fields which have greater advancement potential. Under the SCORE (Selective Conversion and Retention) program, any designated striker or man in pay grade E-4 or E-5, who has completed *more than two years' active naval service but less than 12 years' total military service*, can reap benefits similar to those available under STAR by converting to one of the open ratings.

Your chances of approval for conversion under SCORE are best if you now serve in a rating in which there is an overabundance of men. But personnel in other ratings may still be selected if you are otherwise eligible, are recommended by your commanding officer and are willing to reenlist for six years.

SCORE Navymen receive guarantees similar to those under the STAR program. Current regulations may be found in BuPers Inst. series 1440.27.

Choice of School via TransMan

Even if you do not wish to reenlist under the STAR or SCORE programs, you can still have your class "A" or "B" school orders in hand when you ship over. Accord-



ing to Article 12.8 of the *Enlisted Transfer Manual*, you must submit your request for a school at least three months before your reenlistment.

If you are qualified for the school which you request, and if a quota is available, you will receive conditional orders. Your orders will become effective when you reenlist for a period of four or more years.

A Navyman who is on a Seavey at the time of his reenlistment under Article 12.8 will be assigned to the first available class prior to transfer ashore. If you are not eligible for normal transfer ashore, you will be assigned to a class with a convening date which will allow you to serve at least 12 months on board your present command.

Reenlistment Bonus

ONE WAY TO OBTAIN MONEY is to receive a windfall from a rich uncle. However, for the Navyman who doesn't have a rich uncle, a more certain method of acquiring a bundle is to collect the bonus due him when he reenlists.

As examples of what the reenlisting Navyman gets and how he gets it, the hypothetical three Jones brothers from Kansas will do nicely. They are all stationed at Norfolk, Va., and plan to reenlist on 15 Jan 1964.

Joe is an unmarried ET2 who joined the Navy on 15 Jan 1960 for a four-year hitch. This will be his first reenlistment. He's signing up for six years.

Bill, a married EM1, joined up for six years on 15 Jan 1952 and reenlisted for six more years on 15 Jan 1958. On this, his second reenlistment, he'll be signing up for six years.

Sam, a married BMC, originally enlisted for four years on 15 Nov 1948 and has since reenlisted two times for

six year hitches. He's going to sign up for four years this time.

Here's what each will collect:

	Joe	Bill	Sam
Reenlistment Bonus	$1320.00	$1160.00	$466.67
Unused leave (for 60 days including BAQ at $1.25 per day for married men and 70c a day subsistence for all three	482.00	697.00	817.00
Travel pay for 1500 miles at six cents per mile	90.00	90.00	90.00
SUB TOTALS	**$1892.00**	**$1947.00**	**$1373.67**
Less Income Tax (18 per cent is withheld from bonus and basic pay for unused leave	316.80	313.20	210.00
TOTALS	**$1575.20**	**$1633.80**	**$1163.67**

The Jones brothers reenlisted under the provisions of Section 308, Title 37, U. S. Code. This is the law which governs the payment of reenlistment bonuses to Navymen who enlisted after 16 Jul 1954.

There are conceivably a handful of men who reenlisted before this date who elected to continue receiving bonuses under Section 207 of the Career Compensation Act of 1949. Such men were generally those who, having close to or over 20 years' active Federal service, could collect under Section 207 but were ineligible under Section 308 of Title 37, due to this circumstance.

Reenlistment and Extensions

Here are the provisions of Section 308 which govern what you will receive and the circumstances under which you will receive it.

First of all, of course, you must reenlist. By reenlistment, the law means an enlistment in the Regular Navy within three months from the date of your last discharge or release from compulsory or voluntary active duty in either a Regular or Reserve component of the Navy.

A reenlistment is also considered to include a voluntary extension in the Regular Navy of an enlistment for two or more years. Your extension doesn't necessarily have to be for two years. Two one-year extensions also count.

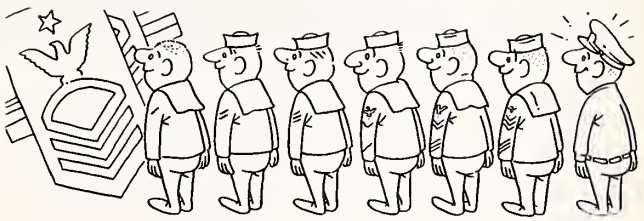
The provisions of Section 308 also apply to any





ex-officer or ex-warrant officer who reenlists in the Regular Navy within three months from the date of his release from active duty as an officer or warrant officer if he served in a Navy enlisted status immediately before serving as an officer or warrant officer.

Navymen who reenlist after completing a total of 20



years of active federal service are not entitled to a reenlistment bonus under Section 308.

According to this section, active federal service is defined as active service (excluding time lost and leave without pay) in the Army, Navy, Air Force, Marine Corps, Coast Guard or any of their components.

Only time actually served during a minority enlistment or an enlistment which was terminated before its normal expiration date is counted as active service.

Inactive service in a military Reserve component isn't considered to be active federal service for reenlistment bonus purposes.

When figuring your reenlistment bonus, the basic pay (for your grade and length of service) is that which you were actually drawing at the time of discharge. Another thing to remember is that only enlistments which were begun after 1 Oct 1949 count for bonus purposes.

Using this formula, Joe Jones' bonus, for example, would be figured according to the basic pay of an E-5 with more than three but less than four years' cumula-

reenlistment bonus

tive service, since he won't be entitled to the pay of an E-5 with over four years' service until after he reenlists.

Similarly, Bill would compute his bonus as an E-6 with more than 10 but less than 12 years' service and Sam would figure his as an E-7 with more than 14 years' service.

How to Compute Your Bonus

The method of computing your reenlistment bonus isn't complicated. This is how it's done:

- *For your first reenlistment,* the bonus is computed by multiplying the number of years for which you reenlist by an amount equal to your monthly basic pay at the time you were last discharged or released from active duty.
- *For the second reenlistment,* your bonus would be computed by multiplying the number of years for which you reenlist by two-thirds of your monthly basic pay at the time you were last discharged or released from active duty.
- *For your third reenlistment,* it would be one-third of your monthly basic pay times the number of years for which you reenlist.
- *For the fourth and subsequent reenlistments,* it would be one-sixth of your monthly basic pay, times the number of years for which you reenlist. For a reenlistment which will extend your total active federal service beyond 20 years, only that number of years or fraction of a year which, when added to your previous active service, total 20 years is used as a multiplier.

There is a limiting factor to the payment of reenlistment bonuses. Under Section 308 your total reenlistment bonuses may not exceed $2000 during your entire career.

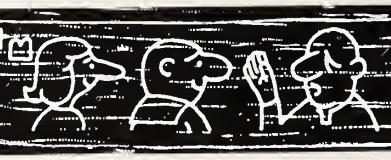
How the Bonus Works for the Jones Brothers

Let's take the Jones brothers again as examples of how the bonus is computed in specific cases.

- *Joe* is a PO2 in pay grade E-5 who has more than three but less than four years' service, which means his monthly basic pay is $220.00. By using the formula above, you'll find he's entitled to one month's basic pay for each year of reenlistment. Since he'll be reenlisting for six years, we merely multiply $220.00 (his basic pay) by six (the number of years for which he reenlists) to get $1320.00 (the amount of his reenlistment bonus).
- *Bill* is a PO1 in pay grade E-6 with over 10 but less than 12 years' service so his monthly basic pay is $290.00. This will be his second reenlistment so he gets two thirds of one month's basic pay for each year of his reenlistment. Therefore, he'll get two-thirds of $290.00 multiplied by six—a total of $1160.00
- *Sam,* a CPO (pay grade E-7), has more than 14 but less than 16 years' service so his monthly basic pay is $350.00. He's reenlisting for the third time so he's entitled to one-third of $350.00 multiplied by four (the number of years for which he's reenlisting). That gives us our total of $466.67.

As you can see, the reenlistment bonus is easy to figure. All you have to do now is decide where to spend it. For most Navymen, this is no problem.

assistance available



THERE ARE MANY TIMES in your Navy career when you are faced with situations which require the advice or assistance of experts. These situations may not have any connection with your military duties, but the Navy considers it good business to offer you a helping hand, when regulations permit.

When you run into personal trouble you'll find a number of experts to help you. Listed below are some of the services and assistance available from the Navy and other sources. Each is well qualified to aid you.

Your Navy Chaplain

The fact that Navy chaplains are clergymen in uniform makes them concerned about any personal problems that naval personnel and their dependents may have. Navy chaplains are not only ready to accept the traditional practice of "taking your trouble to the chaplain," but also work to bring comfort, courage, and faith, which are the fruits of a religious belief, into people's lives.

When a difficulty arises, the chaplain, in addition to providing spiritual assistance, will refer you to the specialists capable of meeting your specific problem. The ministrations you receive from your home church are continued by your chaplain: The Sacraments of the Church, visits, counsel, assistance in emergency, instruction in living, help at time of sickness or death. He is concerned and interested in you, both in times of trouble and when there is smooth sailing.

The chaplain is available to perform marriage ceremonies. If you are planning marriage, it is advisable for you to confer with the chaplain in advance.

At times, and upon invitation, of course, he will visit your home. He can give counsel and advice to the widow and parents in case of a Navyman's death, and



is available to conduct appropriate funeral services for Navymen (active duty and retired) and for their dependents.

Navy's Legal Assistance Program

The purpose of the Legal Assistance Program of the Navy is to interview, advise and assist Navymen and their dependents who have personal legal problems, and, in certain cases, to refer them to competent attorneys acting in cooperation with the American Bar As-

sociation, state and local bar associations and legal aid organizations.

The Navy has established billets for Legal Assistance Officers, who are naval officer lawyers. Each is also a member of the bar of a state, territory or the District of Columbia. They are established at naval district headquarters, navy yards, naval stations, Marine Corps bases, Marine barracks and other naval activities where qualified lawyers are available. Legal assistance officers are also usually available on ships and stations having complements of more than 1000.

For smaller ships or stations with no licensed attorney on board, a naval officer is assigned collateral duty as legal assistance referral officer. He can arrange for legal service, but cannot give such advice or service.

Here's a point to remember: If you need legal advice, you may call in person for an interview with your legal assistance officer without going through any chain of command. If you do not know where to find him, your personnel officer or chaplain can tell you.

All matters upon which you may consult your legal assistance officer are treated confidentially. It is a strict rule that such confidential matters will not be disclosed by personnel of the legal office to anyone, except with your specific permission—and that disclosures may not lawfully be ordered by any superior naval authority.

How the LAO Can Help—The types of cases which legal assistance officers can handle for you include the drawing of wills, powers of attorney, deeds, affidavits, contracts, and many other documents. Matters relating to automobile sales and licenses, and cases where a landlord may be attempting to evict your family during your absence and similar troubles are legitimate reasons for dropping in to see your LAO.

Legal assistance officers also deal with cases of transfer of property, questions of marriage and divorce, adoption of children, administration of estates, insurance, citizenship, insanity, taxation, personal injury, and various cases in which the Soldiers' and Sailors' Civil Relief Act of 1940 may be invoked for the protection of service personnel or their families.

Navymen may also go to see an LAO of another military service. For example, a sailor on leave in the Midwest, who has a legal problem, may drop in to see the LAO at an Air Force or Army base near his home town.

Navy LAOs are not permitted to represent you as counsel, or appear in person, or by pleadings, in or before civil courts, boards or commissions. This is not to be construed as interfering with the present practice of naval officers who appear in police or criminal courts as legal representatives of the commandant or commanding officer where naval personnel may be involved.

Legal assistance officers, of course, are not permitted to accept any fee. Fees, however, may be charged by members of the civilian bar in cases referred to them by LAOs.

LAOs do not handle matters which should, in their judgment, be handled by private counsel.

In no case will a legal assistance officer act as a collection agency or lend his aid to defeat fair collection or legal enforcement of any just debt or obligation.

Details of the Navy's Legal Assistance Program may be found in SecNav Inst. 5801.1A.



The Navy Relief Society

The Navy Relief Society is a private organization, supported entirely by private funds, which assists Navymen and Marines and their families in time of need. It is not an official part of the Navy but is closely affiliated with it and operates in the field of relieving distress and in meeting need of naval personnel and their dependents. While its assistance is not a benefit or right, it is the Navy's own organization for taking care of its own people, is manned largely by naval personnel, and is supported by the contributions of those in the naval service.

In order to insure equal consideration of all requests for assistance, definite policies and practices have been developed. Basic to these is the fundamental concept that Navymen are normally independent, self-reliant and self-supporting people but, owing to the nature of service life with its many changes, they are subject to a greater extent than persons in civilian life to unfore-



seen problems. It is these situations that the Society stands ready to relieve. Its services are available to all personnel, both Regular and Reserve on active duty (other than training duty), to retired personnel and to the survivors of those whose death occurred while in the service. There should be no hesitation in seeking its aid in time of real trouble.

Assistance may be in the form of financial aid, which may be given as a loan (no interest is ever charged), grant, or a combination of both. Non-financial services are also provided.

The work of the Society is decentralized among many auxiliaries and branches. Auxiliaries are located at the headquarters of naval districts, at naval stations, at the larger Marine Corps posts and stations, and at the centers where naval families congregate.

Branches are located at smaller stations within reasonable distance of the larger ones. All of these auxiliaries and branches maintain offices which are easy to

reach and are open during normal working hours. In case of necessity, some of the staff can usually be reached at night.

If an auxiliary or branch is not available, write or telegraph requests to: Headquarters, Navy Relief Society, c/o Navy Department, Washington 25, D. C.

If the need is immediate and urgent, written or telegraphic requests should be processed through the local chapter of the American Red Cross, which will assist in insuring that sufficient information is included.

The American Red Cross

The American Red Cross is authorized to conduct a program of social welfare which includes financial assistance for naval personnel, medical and psychiatric case work and recreation services for the hospitalized. It is an authorized medium of communication between families of naval personnel and the Navy. It performs services in connection with:

- Dependency discharge and humanitarian transfer—The Red Cross can and will assist in gathering the necessary affidavits required by Art. C-10308, *BuPers Manual*, when applying for dependency or hardship discharge or humanitarian transfer.
- Emergency leave and leave extensions—In emergency situations, where leave or leave extensions are required, a commanding officer may request Red Cross assistance to investigate and verify the facts.
- Family welfare reports—The Red Cross receives information from lawyers, physicians, clergymen and others who know the personal situation of the applicant, which may be assessed in view of the request made.

Navy Mutual Aid Association

The Navy Mutual Aid Association is a nonprofit association established in 1879, under the auspices of the Secretary of the Navy, to provide immediate aid to the survivors of deceased officers in the form of a substantial cash payment anywhere in the world, and to secure pensions and other benefits for the dependents of its members.

Membership is open to Regular and Reserve officers of the Navy, Marine Corps and Coast Guard on the active lists who are not more than 62 years of age, and all midshipmen and cadets of the Naval and Coast Guard academies. Reserve officers must be on active duty at the time of entrance into the Association and must have one year's continuous active service or one year or more of obligated service at the time of application. The benefits of the Association are available when a member retires, resigns or is in an inactive status.

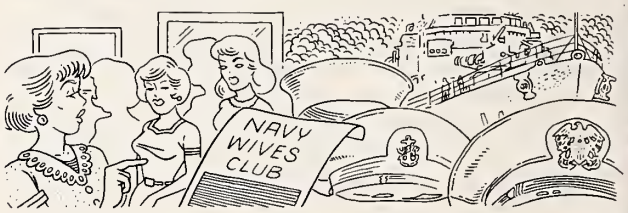
The Association acts promptly upon receipt of the official notice of a member's death ($1000 is sent immediately without waiting for proof of death so the dependents are not left stranded without funds), furnishing forms and assisting the surviving dependents in the preparation, submission and follow-up of government claims.

It also offers numerous other services to its members. For example, membership in the Navy Mutual Aid Association entitles a member to obtain quick loan service anywhere in the world, provides a central depository for valuable documents and free photostatic service.

The premiums for a $7500 insurance benefit with the Association vary with the age of the member and become fully paid up at age 50, 55, 60 or 65, depending on the plan selected. A low cost Ordinary Life plan is also available. The Association pays a terminal dividend of $2500 in addition to the $7500 at the present time. For example, a man joining the Association at age 23 pays $10.35 a month and his payments stop at age 60. In the event of his death at any time, his beneficiary would be paid $7500 plus the terminal dividend of $2500.

Navy Wives Club

The Navy Wives Club of America is a group that has been especially organized for the Navy wife. It has



112 active clubs throughout the U. S. and in overseas locations including Alaska, Hawaii, Puerto Rico, Cuba, Morocco, Japan, Guam, the Philippines, Bermuda, Spain, France, Okinawa, Azores, Midway, Newfoundland, Marianas, Ireland and England, and several with charters pending.

Membership in the NWCA is composed chiefly of wives of enlisted men serving in the U. S. Navy, Coast Guard and Marine Corps and in their Reserve components. Other members are wives of EMs who have been honorably discharged or are retired or in the Fleet Reserve, and women who are friendly to and interested in the cause of furthering such an organization of mutual assistance and social welfare.

In addition to its many beneficial and social activities, the NWCA also sponsors a special scholarship fund for children of enlisted personnel, for college and vocational education.

The Navy Wives Club members also provide assistance to Navy chaplains, assist in YMCA programs for servicemen, participate in the national blood donor program and in Navy Relief Society projects. Socially, local chapters hold dances, picnics and similar affairs and participate actively in all local welfare and educational projects.

If no local chapter exists in the area in which you now live and your wife is interested in establishing such a chapter, she may find help in its organization by addressing a request to the Chief of Naval Personnel (Attn: Pers G221), Washington 25, D. C.

Other Organizations

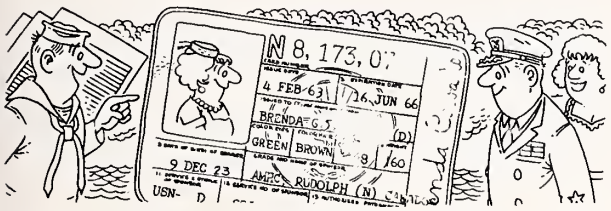
There are a number of organizations and government agencies which will assist your family. Following is a brief discussion of some of these:

Veterans Administration—Handles dependency compensation for service-connected death. The VA is responsible for burial flags for dependents of personnel buried outside the continental U. S. It administers USGLI and NSLI insurance. The VA maintains hospitals for care of veterans who cannot afford to pay for

hospital treatment. VA regional offices are located in many large cities.

Veteran Organizations—The American Legion, Veterans of Foreign Wars (VFW), American Veterans of World War II (AmVets), Disabled American Veterans (DAV), Fleet Reserve Association and certain other veterans' organizations will assist by providing information and helping process claims.

State Veterans Commissions — Most states maintain veterans' agencies (usually called State Veterans Commissions) which supervise veterans' programs. They can help with federal employment assistance, state bonuses (if any), education assistance, land settlement preference and other benefits.



BuPers Casualty Branch—Provides counsel and aid to survivors of naval personnel. For additional details see section on survivors' benefits.

Emergency Leave and Transfer and Assignment for Humanitarian Reasons

The Navy recognizes that there are occasions when a personal problem cannot be solved in your present duty status and will give consideration to individual requests for the following:

- Emergency leave may be granted by your commanding officer when home conditions require your immediate presence; or
- Reassignment for humanitarian or hardship reasons when home conditions constitute an undue hardship not normally encountered by other members of the naval service (of such a nature that it cannot be resolved by emergency leave) and your presence is necessary to alleviate the hardship. Normally, a humanitarian shore duty assignment is for a period not to exceed four months.
- When leave has already been granted to meet an urgent situation and it is probable that your remaining time will not be sufficient, you may request an extension of leave from your command.
- In emergency cases, when temporary humanitarian assignment is insufficient, you may request an extension of your assignment accompanied by an explanation of the current situation. All requests for humanitarian assignment are carefully reviewed by a board of officer and enlisted personnel established for that purpose. In addition to the merits of your case, your service record, length of service and other extenuating circumstances are considered. Requests for extension of humanitarian assignment are granted only in exceptionally severe hardship cases.

Information on procedures is given in the *Enlisted Transfer Manual* (NavPers 15909A), Chapter 18. You may be assured that you will receive all possible assistance and guidance from your commanding officer or from your chaplain in the preparation of humanitarian requests.

Requests for hardship or dependency discharge must

i.d. card

be submitted in accordance with the provisions of *BuPers Manual*, Art. C-10308, and must be accompanied by affidavits which fully substantiate the dependency or hardship claim.

Additional information as to disposition of applications for separation for dependency or hardship reasons is given in *BuPers Manual*, Art. C-10319.

Uniformed Services Identification and Privilege Card

The armed forces have an ID and privilege card, DD Form 1173, for dependents. The card shows a photograph and identification data on the individual, and service and status of the sponsor, and lists authorized patronage, such as theater, commissary and limited or unlimited Exchange privileges.

Medical care authorization is noted on the card, with space for civilian or uniformed services notation.

How dependents get the card:

- *Active duty* Navymen apply to their commanding officer, on behalf of their dependents.
- *Retired personnel* apply to the Commanding Officer, Naval Reserve Manpower Center, Bainbridge, Md., on behalf of dependents.
- *Survivors* (or the agents) of deceased Navymen should state their request in writing to the Chief of Naval Personnel (Attn: Pers G2), Department of the Navy, Washington 25, D. C.

If the names of your wife and children, listed on the application for a DD Form 1173, *Uniformed Services Identification and Privilege Card*, are the same as those listed on your *Record of Emergency Data*, NavPers 601-2, you should have no difficulty in obtaining the new card. If your NavPers 601-2 is not up to date (for example, if a child has been born since you last completed the form), it will be necessary to show proof of the changes (the child's birth certificate, for example). Keep your NavPers 601-2 up to date.



dependents schooling

WHAT KIND OF SCHOOLS are available for my children? This is one of the first questions the Navyman with school age dependents asks when he receives orders to overseas shore duty.

Actually, there's little cause for worry. Dependents schooling is rarely a problem, particularly at stations where large numbers of families are concentrated. Chances are your youngsters, whether they're first graders or high school seniors, will receive as good an education overseas as they would in the continental United States.

While stationed overseas, any unmarried child between ages 6 and 21 who is actually dependent on you as a parent is eligible for elementary and high school educational assistance at the expense of the Navy.

Your children may attend Navy-operated dependents schools, those maintained by other service branches, or approved local civilian schools operated by church, governmental, cooperative and private agencies. Or, your youngsters may enroll in correspondence and home study courses.

At present the Navy operates 26 dependents schools serving nearly 10,000 boys and girls. The Navy Dependents Schools make up a world-wide educational program that extends from Spain to Japan, and from Iceland to the West Indies.

Where Navy-operated schools are established, Navymen stationed within reasonable commuting distance are expected to send their children to those schools.

If you're assigned to an area not serviced by a Navy Dependents School, you will be expected to send your children to any school in the vicinity maintained by the Army or Air Force. The Navy makes the necessary inter-service financial arrangements.

In the relatively few areas in which the number of service dependents is so small that a service-operated school is not practicable, the Navy pays all or most of the tuition required for your dependents to attend private, church, cooperative, or local government schools. For the most part, private and church schools in foreign countries compare favorably with the same types of schools in the States. Cooperative schools (operated by groups of parents) have improved considerably over the years.

In the unlikely event that neither military-operated schools, nor adequate local schools are available, provisions are made by the command for the use of correspondence courses for both elementary and secondary school work. The costs for correspondence courses, textbooks, and mailing expenses are borne through Navy appropriated funds.

Navy's Forrest Sherman School in Naples, Italy

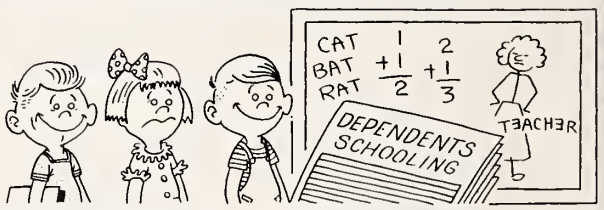


Most likely, however, your children will be able to attend a Navy dependents school, or one that's operated by the Army or Air Force.

Schools Similar to Stateside

All military schools are staffed by well-trained teachers and administrators who have had considerable experience.

The school year generally conforms to the September through May calendar followed in the U. S., and ranges



from 175 to 190 days of actual classroom instruction. As in the States, school is dismissed for Christmas, Easter, and Thanksgiving vacations, and for local holidays.

The instruction offered in dependents schools is primarily academic, rather than commercial or vocational.

Courses prepared in the Bureau of Naval Personnel lend conformity to the entire Navy Dependents School Program. Textbooks and instructional supplies are kept up to modern standards, and adequately supplied libraries and well-equipped science labs are part of most school facilities.

High schools stress fundamental subjects (English, mathematics, science, history, etc.), and the majority are accredited by the North Central Association of Colleges and Secondary Schools.

Problems of student adjustment due to the frequent changes in residence that most Navy families face are usually not serious. Most students adapt rapidly to their new environments, and the general atmosphere is similar to that found in stateside schools of comparable size.

Here's another point to remember—travel in itself has an educational effect.

In most of the Navy high schools, teens can find about all the extracurricular activities they would in the States—glee clubs, dances, school papers, and popular athletic events.

Paperwork—Your Homework

Before taking your family abroad, here are some tips on preparation for your children's schooling:

- Take along their birth certificates. If you do, you should have no trouble proving they are in the correct age brackets for Navy-financed schooling.
- If possible, also take along, or have the previous school forward, transcripts of your children's school

work, narrative reports on their personality traits and study habits, and lists of the textbooks they have been using and their scores on standardized tests. This will be of great help in enabling your youngsters to get the most out of their schooling.

• Make all arrangements for schooling in accordance with instructions published by the commanding officer of the activity to which you will be assigned. If you don't, it may mean money out of your pocket. If appropriate armed forces dependents school facilities are available, and you choose to send your children to some other school, you must bear the expense.

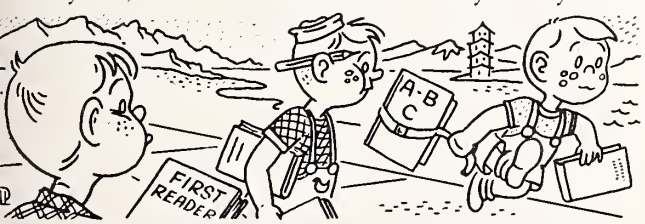
Listed below are overseas areas with Navy-operated dependents schools. Students completing work in schools which offer only the elementary grades usually transfer to high schools in the same area. For example, those who are graduated from elementary schools in Yokosuka attend high school in Yokohama. *Keep in mind that* the Army and Air Force have approximately *300 schools* in 23 *countries* which also are open to Navy dependents.

School Location	*Grades*
Argentia, Newfaundland	1-12
Guantanamo Bay, Cuba	1-12
Keflavik, Iceland	1-12
Midway Island	1-12
Port of Spain, Trinidad	1-8
Rota, Spain	1-12
Sangley Point, Philippines	1-12
Subic Bay, Philippines	1-12
Naples, Italy	1-12
San Miguel, Philippines	1-8
Sidi Yahia, Maracca	1-4
Saseba, Japan	1-12
Yakasuka, Japan	1-8
Yakahama, Japan	1-12
Iwakuni, Japan	1-12
Port Lyautey, Maracca	1-12
Siganella, Sicily	1-12
Tainan, Taiwan	1-12
Villefranche, France	1-8
Chia Yi, Taiwan	1-8
Tsaying, Taiwan	1-8

Additional information about overseas dependents schools may be obtained by writing to the Chief of Naval Personnel (Pers C-17), Washington 25, D. C.

War Orphans' Educational Assistance

If you know any college-age children of deceased Navymen, here's an educational benefit you may wish



to call to their attention. All children aged 18-23 of Navymen who died while on active duty during World War II or the Korean conflict, or whose deaths resulted from the performance of military duties during peacetime, are eligible to receive government grants to further their education.

The War Orphans' Educational Assistance Act of 1956, as amended, offers monthly schooling payments to children of deceased Navymen, similar to the educational benefits veterans receive under the G. I. Bill.



Training may be taken in schools and colleges only. Payments, which may be continued for as long as 36 months, are $110 a month to those enrolled full time, $80 a month if enrolled three-quarters time, and $50 for half-time enrollment.

The parent or guardian of any eligible child interested in War Orphans' assistance should file an application with the Veterans Administration regional office serving the state or area in which the child resides.

Scholarships

The Personal Affairs Division of the Bureau of Naval Personnel has compiled a list of scholarships available to children of all military personnel. A certain number are granted specifically to children of Navymen. Others are offered to the youngsters of military personnel of all services.

A description of the various scholarship programs is contained in the July 1963 ALL HANDS. Full information on the number of scholarships available, and details governing awards and eligibility, may be obtained by writing to the Chief of Naval Personnel (Pers G-221), Washington 25, D. C.

Employment For Navy Wives

IF YOUR WIFE is a qualified teacher, chances are good she can find employment at one of the Navy Overseas Dependents Schools described on page 28. If she's an experienced office worker, she may find employment as a typist or stenographer at your Navy shore installation.

Many Civil Service jobs are available to Navy wives. The pay's good, the hours aren't bad, and chances of advancement are good for those who can qualify.

Many Navy wives or, for that matter, daughters of Navymen, with office experience or qualifications are employed at naval installations. At present there are many job openings, particularly in the larger "Navy towns."

If your wife is interested in Navy office employment, she should inquire at your base's civilian personnel office. For a typist position, she must meet Civil Service age requirements, pass a written exam which consists of a general abilities test, and must demonstrate her ability to type 40 words per minute. For a stenographic job she must be able to take dictation at the rate of 80 words per minute.

Effective 1 Jan 1964, typist starting salaries will range from $3620 to $3880 a year, depending on the area and the job. Stenographers' pay varies from $3880 to $4215,



again depending on the area and job. An automatic $105 to $140 within-grade salary increase will be given for each year of satisfactory work, and, for those who qualify, there are many opportunities for advancement.

In addition, as a Civil Service worker your wife will be eligible for 13 workdays of vacation leave, eight workdays of paid holidays, and 13 workdays of sick leave each year.

Teaching Overseas

The employment of Navy wives as teachers at overseas dependents schools is clearly encouraged in official directives. However, you must first be assigned under normal rotation procedures, to an area in which such a school is located.

In other words, your job as a Navyman comes first. The Navy won't assign you overseas on the basis of your wife's teacher qualifications. But, once you're ordered to an area in which a dependents school is situated, your wife may apply for employment. If she's qualified, every effort will be made to find her a position.

The latest directive on the subject, BuPers Inst. 1755.16, lists the teacher eligibility requirements. In general, the Navy wife/teacher must:

- Be a citizen of the United States.
- Hold a bachelor's degree from an accredited college or university.
- Have at least 18 semester hours of course work in the field of professional teacher education.
- Have, within the past five years, at least two years' experience as a teacher or administrator. Neither practice teaching, nor teaching above the secondary level, can be applied.
- Be in good physical condition, free of any chronic condition which requires excessive medical treatment. Pregnancy at any stage is disqualifying. (Individual commands generally limit continuation of teaching to the fifth month of pregnancy which originates after employment has commenced.)

If it's an elementary teaching position your wife is seeking, at least one year of her previous experience must have been in grades one through six. Grades seven and eight are considered elementary only if experience was in self-contained classrooms. In elementary grades, each classroom is considered a self-contained unit.

How to Apply

Once you've received orders to an area with an overseas dependents school, your wife should obtain two copies of Civil Service Form 57 (Application for Federal Employment) from a post office or any government civilian personnel office. Both copies, along with a copy of college transcripts, should be submitted directly to the commanding officer of the installation under which the dependents school is administered.

Applications should be submitted by 15 January in order to be considered for the following school year. If your wife applies for a teaching position in mid-term, and a full time assignment is not available, she should contact school authorities for the possibility of a substitute teaching job, or a mid-term replacement position.

Navy families who take advantage of the Navy overseas dependents' school teacher-employment opportunities have found pleasant side effects. For example, if you receive orders overseas, and your wife is a qualified teacher who agrees to teach school after your arrival abroad, there's a good possibility you and your wife will receive concurrent travel, a privilege not extended to all Navy families.

And, of course, there's the extra family income. If your wife has a bachelor's degree, her starting salary would be $4435 per year. Teachers with a master's degree enter at $4635. If she has completed at least 30 semester hours of work beyond the master's degree, the beginning salary is $4735. Administrative personnel are paid on a yearly basis, and are usually started at the GS-9 level ($6675 per annum). Salaries are subject to U. S. income tax, which is withheld from regular payments. No income taxes are levied on NODS teacher salaries by the countries in which the schools are located.

All overseas dependents school teachers are Civil Service employees, but appointments are in the "ex-



cepted" category, which means service cannot be applied towards career Civil Service status.

If you or your wife require more details on employment opportunities at overseas dependents schools, answers to specific questions may be obtained by writing to the Chief of Naval Personnel (Pers C-17), Washington 25, D. C.

Or, if you're stationed in the San Francisco or Washington, D. C., areas, a personal visit to one of the Navy Overseas Employment Offices may be worthwhile. In Washington, the Overseas Employment Office for the Atlantic area is located at PRNC headquarters. In San Francisco, the Pacific Overseas Employment Office is situated in the Federal Office Building.

leave and liberty

WHETHER IT'S 48 HOURS of liberty on the Riviera or several weeks of leave for an extended trip in the United States, leave and liberty are usually awaited with eager anticipation and are sometimes the subject of fond memories.

Anybody who has browsed through the *Bureau of Naval Personnel Manual* probably knows liberty and leave are controlled by commanding officers in accordance with instructions given in the *Manual.*

Your commanding officer has the authority to grant liberty which authorizes you to be away from your duty station for periods up to 48 hours without being charged leave.

The normal 48-hour liberty period can be extended up to 72 hours if the period includes a national holiday proclaimed by the President or Secretary of the Navy.

At some very remote stations, the Chief of Naval Personnel has authorized COs to extend liberty up to 96 hours. These stations, however, are few.

Liberty Schedules May Vary

Ships and stations use a variety of liberty schedules. On board ship, you may have port and starboard or three- and four-section liberty. Shore station liberty may range anywhere from three to 12 sections.

The law governing your leave and liberty is the Armed Forces Leave Act of 1946 with its amendments. According to this Act, you're entitled to 30 days of leave with pay each year.

Your leave accumulates at the rate of two and one-half days of leave per month. Every effort is made to see that you take this leave each year; however, it is up to your CO to determine when conditions permit leave to be taken.

He is governed in his actions in this respect by the *BuPers Manual* plus the conditions which exist on board your ship or station at the time you intend to take leave. This is one reason why it is advisable to take leave when you have the chance. Otherwise, you may lose it.

This brings up the subject of how much leave can be carried on the books. The regulations say you may carry 60 days of accumulated leave from one fiscal year to the next.

On 1 July each year, any amount of leave on the books in excess of 60 days is dropped. You also lose leave in excess of 60 days on the expiration of your enlistment.

When you reenlist, you may carry up to 60 days of earned leave over into your new enlistment, receive a cash settlement for all unused leave up to 60 days or take the leave.

Types of Leave

Here is a brief description of several types of leave which you may be granted depending upon your situation.

• *Advance Leave*—This is leave granted before you have earned it. Advance leave may not exceed the number of days you will earn during the remaining period of your active duty obligated service. For other restrictions see Articles 6202 and 6203, *BuPers Manual.*

• *Earned Leave*—This is the term used for the number of days' leave credit you have "on the books." It is the leave which has accumulated to your account at the rate of two and one-half days per month.

• *Emergency Leave*—In the event of death, sickness or some other serious emergency in your family, you may be granted emergency leave. The length of your leave will depend upon the nature of the emergency which exists. For emergency purposes, you may be authorized the total amount of your earned leave as well as 45 days' advance leave.

There is a limitation, however. You can't take more than 90 days' emergency leave at one time.

• *Excess Leave*—This is not to be confused with advance leave. Excess leave may be granted in addition to the amount of earned leave you have on the books and the amount of advance leave that may be earned during the remainder of your obligated service. It differs from advance leave in that it is subject to checkage of your pay and allowances.

• *Graduation Leave*—Is non-chargeable and is granted as a delay in reporting to the first duty station in the case of newly commissioned officers upon graduating from the U. S. Naval Academy.

• *Leave upon Transfer*—Delay to count as leave may be granted in connection with transfer orders to a new duty station, to and from school, or to and from temporary additional duty, provided leave does not exceed 30 days or the amount of leave authorized in the orders, or conflict with the designated reporting date.

• *Reenlistment Leave*—May be granted upon reenlisting. This type of leave should be granted on the date immediately following reenlistment, or when service needs do not permit, at the earliest practicable time.

If you are granted reenlistment leave, you may take



as much as 90 days. You are entitled to take as much as 30 days' advance leave as well as 60 days of earned leave provided you have that much carried over from your last enlistment. Reenlistment leave must be taken during one period only.

• *Sick Leave*—Is authorized absence granted to persons while under medical care and treatment and is considered to be a part of the period of such care and treatment. Sick leave is not chargeable as leave.

When you take leave, remember that the day you depart, regardless of the hour, counts as a day of duty.

The day of your return counts as a day of leave unless you return before 0900. Then the day of return counts as a day of duty. One more word: Have a good time.

Transportation - tips on travel

THIS CHAPTER is for married men. It is primarily directed to the man with a family who has received his orders for overseas duty and is planning to have his wife and youngsters accompany him.

As you no doubt know, the Navy will assist your family (they're called "dependents" in most official Navy publications) to follow you on permanent change of station orders. This privilege is available if you are in pay grade E-5 or above, or in pay grade E-4 with more than four years' service.

The theory is, of course, that you'll be happier living at home, no matter where that home may be, than living out of a sea bag. The government will pay your moving expenses for transportation of your family and household goods to your new duty station.

Overseas Travel

If you're planning to set up housekeeping at an overseas base, you and your wife will undoubtedly have a lot of questions before actually getting underway.

- The first step must be taken by you. You must complete the "Application for Transportation of Dependents" (DD Form 884) and have it approved by your commanding officer.
- The next step is to make a request via your commanding officer to the *area commander* concerned with approval of entry of dependents, if such approval is required. At the present time, previous approval is not necessary for your family to enter the United Kingdom, France, Italy or Hawaii. Entry into those areas is authorized with the understanding that government housing is not available and commercial housing may be obtained. For all other areas, a request for entry approval should be sent to the area commander with information copies to your new duty station and/or the Chief of Naval Personnel or the Commandant, 12th Naval District (see note below).



When your family's entry has been approved by the area commander, then the way is open to complete the further necessary arrangements.

For information on living conditions at your overseas station, check page 17 to see about available pamphlets.

After the "Application for Transportation of Dependents" has been submitted and the area commander concerned has approved your dependents' entry, your wife will receive (at the address given in your application) passport authorization forms from the Bureau of Naval Personnel or Com 12, with instructions to be followed when applying for a passport, if one is required, and a copy of "Overseas Transportation Information for Navy Dependents," NavPers 15842A.



(Note: The Chief of Naval Personnel is your "travel agent" for the Atlantic/European area; Com 12 performs this service for the Pacific/Asiatic area.)

Passports

The application for passport should be completed as soon as possible. If your dependents do not live near Washington, D. C., where they can make personal application to the Bureau of Naval Personnel, they should:

- Make application personally to a clerk of the nearest United States Court or clerk of a state court authorized to naturalize aliens (this, of course, does not mean your dependents are aliens).
- They should take with them appropriate identification, together with the Navy's authorization for a passport. They must submit proof of United States citizenship.
- Each one must submit two identical recent photographs, full face without hat, size 2½ by 2½ inches to 3 by 3 inches. Polaroid photographs are not recommended. Children eight years of age or under will be in a group picture with the mother.
- Allow approximately three weeks for the clearance of the passport application through the Department of State.

The passport applications will be forwarded by the clerk of the court or passport agency to the Passport Division, Department of State, Washington, D. C., for action. For those traveling to the Pacific area, the passports will then be forwarded to the Commandant, 12th Naval District, San Francisco, Calif., for delivery at time of departure. For those going to Europe and areas other than the Pacific, the Bureau of Naval Personnel will forward the passports to the port of em-

barkation. If your family has moved since you gave an address on DD Form 884 (Application of Transportation for Dependents), you should immediately notify the Chief of Naval Personnel (Attn: Pers-B315), Navy Department, Washington 25, D. C., or Com 12, whichever applies in your case.

Physical Examination

If you, your children, or other accompanying dependents (father or mother) have recently been hospitalized with a serious illness or injury, or are currently under medical treatment for a chronic condition (diabetes, asthma, or arthritis) it is important that you have in your possession a complete medical record of all examinations and treatments pertaining to the illness or injury for the guidance of medical personnel and to determine fitness for travel. Additional medical examinations may be required at the port of embarkation in order to properly evaluate physical condition for travel aboard ship.

All children under six years of age, pregnant women, and persons who have been ill within the past sixty days are required to have in their possession, when reporting to the port of embarkation, a medical examination certificate stating that they are in good health and free from communicable disease. Passengers traveling aboard commercial vessels are not required to obtain a medical clearance prior to sailing.

After your arrival at the port of embarkation you will be required to complete a Pre-embarkation Certificate, DD Form 625, for you and any accompanying dependents, covering illness or injury within sixty days before embarkation.

Immunizations

Certain immunizations are required for your family's protection. Inoculations are most easily arranged at time of the family physical examinations. Since some immunization series take several weeks to complete, they should be obtained as early as possible. Completion



of the immunizations cannot be delayed until arrival at the port of embarkation as no one will be permitted to travel overseas without them.

Immunization may be performed by a medical officer of one of the military services or the Public Health Service or by a private physician. The "International Certificate of Vaccination of the World Health Organization" (Form PHS 731), showing each type of immunization received, and properly signed and authenticated by your doctor or medical officer, is required. It must be kept in the owner's possession all the time. The immunization requirements vary according to the part of the world you are going. The medical officer will have the latest information on requirements.

Pregnancy

Navy Department policy prohibits travel by Military Sea Transportation Service vessels of women pregnant beyond the sixth month. This is for the protection and



safety of the prospective mother. A signed statement by a medical officer of one of the military services or the Public Health Service or by a private physician, attesting the duration of pregnancy must be forwarded to the Chief of Naval Personnel (Attn: Pers-B313), or to Com 12. It is suggested that your wife take with her a signed duplicate copy of this statement.

Only infants over six weeks of age will be transported via MSTS vessels, and only provided that the mother has recovered her strength sufficiently to care for the child.

These same conditions apply to travel by MATS.

Transportation Arrangements

After the Bureau of Naval Personnel or Com 12 has been advised that your family is ready to depart on or after a certain date, they will be booked on the first available sailing or flight after that date. Dependents will be notified that space is offered to them on a certain vessel or aircraft flight departing from a certain port. They will be given a time limit in which to write or wire acceptance of this offer. The reply should also be sent to BuPers (Attn. Pers-B313) or Com 12, whichever is applicable. Do not write or wire the person who signed the letter offering the space.

If you are legally entitled to transportation for your dependents at government expense to the port of embarkation for overseas travel, government transportation requests will be forwarded to your wife provided she requests them. If you do not want transportation requests furnished, your family may perform the overland part of their journey at personal expense. You may then claim reimbursement for their travel *after* they arrive.

Baggage

The amount of baggage dependents may take into their staterooms on board ship is limited. Not more than two pieces of cabin luggage (standard suitcases) will be permitted aboard as cabin luggage for each person 12 years of age or over. Children under 12 years

of age are limited to one suitcase. In addition, a small case for toilet articles may be carried as cabin baggage. Foot lockers in cabins are prohibited. Only baggage such as trunks, foot lockers, suitcases, and similar boxes or crates will be accepted as hold baggage. The current allowance for hold baggage is 350 pounds for each passenger 12 years of age or over, and 175 pounds for each child under 12.

The railroads have granted a baggage allowance of 350 pounds for each full fare and 175 pounds for each half fare for trans-Atlantic and trans-Pacific bound passengers. Any weight in excess of those amounts will be subject to charges levied by the railroad. These charges will not be at government expense and must be borne by the traveler. Dependents must make arrangements for baggage delivery at the port of embarkation.

Usually the railroad can assist the traveler by furnishing special delivery baggage checks at nominal cost, which will provide for the transfer of the baggage (checked on your railroad tickets) from the railroad terminal at the port to the pier where it will be loaded aboard ship. Important points to remember are:

- If your dependents should ship via railway express, they must be certain that the shipment is fully prepaid. No baggage should ever be sent C.O.D.
- All baggage should be clearly marked to insure proper indentification. A tag with the following information must be secured to each piece of baggage: Name (dependent's name); home address; vessel's name; sailing from (port and pier number if known); sailing date; ultimate destination; and type of baggage (cabin baggage or hold baggage).
- In any event, the traveler must be sure to ship baggage in sufficient time to arrive not later than five days before sailing.

If you will travel overseas by air rather than by ship, you are allowed 66 pounds of baggage for each person, regardless of age, unless your orders authorize a greater baggage allowance.

On Board Ship

Passengers traveling in MSTS transports are subject to the rules and regulations issued by the Commander, Military Sea Transportation Service. These rules, copies of which are furnished each passenger upon embarking, were established for the safety and comfort of all persons on board. Parents are held directly responsible for the control of their children at all times.

Consideration for other passengers dictates that children should not be permitted to be noisy or destructive. Passengers are required to remain in those parts of the ship set aside for their use.

- Accommodations: MSTS transports are assigned by Military Sea Transportation Service representatives at the port and are adequate for the dependents' needs and comfort. Special care is accorded mothers traveling with children. Cribs are provided for infants.
- Assignment of cabin space will be allotted on a basis of number of passengers on board.
- Laundry facilities aboard ship are limited. A supply of disposable diapers for infants should be packed.
- The ship's store usually sells candy, cigarettes, talcum, baby oil, safety pins and other personal items. It is recommended, however, that your wife carry such items considered necessary rather than rely solely on ship's store merchandise.
- Recreation facilities include library, movies, lounge, and certain specified deck spaces. Children using recreational facilities or attending recreational programs must be accompanied by a responsible adult.
- Mess charges: The only charges for the dependents of officers and enlisted men of all grades are for meals and occasional, nominal charges for laundry. Payment for meals on MSTS transports will be required on boarding. Maximum rates currently in effect, but subject to change, are as follows:

Adults, and children six years of age or older: approximately $1.75 per day; children under six: one-half the adult rate.

Personal checks will not be accepted on MSTS transports; travelers' checks and cashiers' certified checks are acceptable, but U. S. currency is preferred.

- Diets: There are no adequate facilities aboard the ship for the preparation of special diets for adults. In the case of infants' diets, ships have a supply of standard baby foods in stock.
- Clothing: Dress on board an MSTS transport should be limited to the semi-tailored type of suit or dress as the acceptable practical attire. Full-length slacks have proved to be the most practical attire on the windy decks of a transport. This type is permitted in the passenger messes. Add scarves, hair nets, low-heeled rubber-soled shoes or rubbers, and finally a sweater and light raincoat for greater comfort on windy, and often wet, decks
- Health: There are adequate medical and dental facilities for emergency treatment aboard commissioned (USS) transports, however, non-commissioned (USNS) transports do not have dental officers on board. The medical facilities will have an ample stock of standard drugs. Only emergency dental treatment will be available.

Before leaving the continental limits, your family should receive a dental examination to make sure they will probably not require dental treatment while at an outlying station.

- Pets: Make arrangements for transportation of your pets at the same time you arrange transportation for yourself. Space for pets in MSTS ships is limited



and on a first-come, first-served basis. MATS will not carry pets.

Arrival at Overseas Port

When the ship or plane arrives at your port of debarkation overseas, passengers will be met by representatives of the area commander, and in some instances by representatives of the community.

Where rail travel is used, day coaches are provided

for journeys of short duration during the daylight hours, and sleeping cars for overnight trips. The military will try to move your family from the port of debarkation to their new home as quickly as possible, but where transportation facilities are limited, they may have to stay overnight at the port.

It is advisable that your family have sufficient funds in U. S. currency to meet unforeseen expenses that may arise, or expenses incident to awaiting transportation from the port of debarkation to destination.

Dependents' Travel Within the United States

There are three basic types of permanent transfers between duty stations in the U. S. in which transportation is authorized for your family or other dependents. These are: A change of station from one shore activity to another; a transfer from shore activity to a ship; and a transfer from a ship to a shore activity. In each of these cases, there are certain choices open to you concerning your family's destination and method of travel.

For your dependents to be eligible for transportation at government expense you must be an E-4 (with more than four years' service) or above, and the orders must be for a permanent change of station. Transportation of dependents is authorized under temporary duty orders only when you are given temporary duty for more than 20 weeks and your orders do not provide for return to your permanent station upon completion of duty.

Let's take a look at the methods of travel available within the United States for your family.

Station-to-Station—The easiest method is simply to request the Navy to furnish transportation from your old to your new duty station. In that case, regardless of the size of your family, you submit the request to your disbursing officer who, in turn, issues you a transportation request. This is turned over to the railroad, airline or bus carrier in exchange for the tickets for you and your dependents. Couldn't be easier.

You may want to drive your car to your next duty station or travel by other means. In such a case you pay your own expenses, then ask for reimbursement.

Under this system you get six cents a mile for your own travel, and a specific rate of payment for each dependent. This is set so that you can get up to a maximum of 18 cents per mile for your family to travel, plus the six cents a mile for yourself. Here is a breakdown of how that is figured.

You get six cents per mile for each dependent 12



years of age and over, not to exceed two such dependents; plus three cents per mile for each dependent over five but under 12 years of age. Total for dependents is not to exceed 18 cents per mile.

However, there are some situations in which your dependents are not restricted to transportation only to your next permanent station. For example, in transfers from one shore activity to another shore activity, your



dependents may follow you to your new duty station, or should your wife decide it would be better to return to your original home or some other locality within the United States, you would be entitled to transportation at government expense *at a cost not to exceed the the amount to which your wife would have been entitled had she traveled to your new station.*

BUT, bear in mind that this is a *one-time* payment. After being reimbursed for travel to one location, your entitlement ends. For example, in the case above, if your wife returned to your original home or some other locality, instead of accompanying you to your new duty station, and you were reimbursed for that travel, your wife could not later travel on to your new station *at government expense.* This rule applies in all travel, that is, the government will pay *only* an amount not exceeding the cost of travel from your *old* duty station to your new point of assignment.

Shore-to-Ship—Upon transfer from a shore station to a ship you have three options which you can exercise when it comes time to move your dependents. (1) They may go from your old shore station to either the home yard or the home port of the ship; (2) they may go from a place other than the old shore station to either the home yard or home port of the ship, or (3) they may go from the old shore station to some other spot. *However, in any of the three cases the cost may not exceed that to which they would have been entitled had they performed the travel from the old shore station to either the home yard or home port, whichever is greater.*

Ship-to-Shore—In the event of a transfer from a ship to a shore station you again have three options on the travel to be performed by your dependents: They may go from either the home yard or the home port to the shore station; they may go from a place other than the home yard or home port to the shore station; or, they may go from the home yard or home port to a place other than the shore station. In the last two options the cost must not exceed that to which they would have been entitled had they gone from the home yard or home port of the ship to the new shore station.

While the transfers outlined above are the ones with which you will be primarily concerned, there are other instances in which your dependents rate transportation. If, for example, you are transferred from a per-

manent duty station to a hospital, your dependents are entitled to transportation to the new location as though it were a permanent change of station, provided the CO of the receiving hospital certifies that the period of treatment can be expected to be prolonged. (This certification is not necessary if you're transferred from overseas to a hospital in the U. S. for observation and treatment.)

Regulations on Dependents' Travel

As stated earlier, regarding travel by your dependents, the government pays their transportation for the purpose of establishing a residence only.

That is, just because you are undergoing a permanent change of station, your family is not permitted to go driving around the country at government expense, visiting all the relatives they haven't seen in years.

It has been pointed out that a number of instances of checkage of a man's pay have resulted through carelessness in following the travel regulations.

Requirements relative to the establishment of a bona fide residence evidently have not been made clear in some instances, with the result that the General Accounting Office continues to find many incorrect (and some fraudulent) claims being submitted. (The mere fact that the GAO takes exception to a claim, however, does not necessarily mean that a fraudulent claim has been submitted. Further facts and investigations may reveal that the claim is actually valid. In such cases a new claim, setting forth the circumstances of the travel, may be submitted to the Chief of Naval Personnel.)

To insure that all personnel are fully aware of their rights and duties in connection with possible repayment of dependents' travel costs the Chief of Naval Personnel has directed that all hands be thoroughly briefed on the requirements with emphasis on the following:

- Claims for reimbursement for transportation of dependents should not be submitted until the travel has been completed. However, transportation in kind may be furnished dependents.
- Payment is dependent upon actual performance of travel for the purpose of establishing a residence. Reimbursement is not authorized for pleasure trips, business trips, visits, etc.
- The claim should correctly reflect the points and dates of the travel performed for which reimbursement is claimed.
- Reimbursement may be claimed only for bona fide dependents.

Each time you submit a claim you should bear in mind that you are fully responsible for the completeness and accuracy of all statements of facts.

moving household effects



ALL RIGHT, so you've received your orders. Your next duty station is a thousand or more miles away. You're ready to pick up family, dog, car and furniture and start life anew. This article deals with the transportation of car and furniture and how you go about it.

The situation isn't as difficult as it sounds. You have at your disposal a large, well trained organization whose primary duty is to help naval personnel move their household gear from one place to another.

This organization is the Navy household goods offices located throughout the world and under the technical supervision of the Bureau of Supplies and Accounts. Through the years, the BuSandA experts have learned the hard way the best and most effective way to make such a move almost anywhere. Since it makes their job easier, they are eager to pass on to you the results of their experience. The official word may be found in *BuSandA Manual*, Volume 5, Chapter 8, and *Joint Travel Regulations*, Chapter 8, but the basic pointers may be found below.

When You Receive Orders

When you receive orders, contact your nearest Household Goods Shipping Office.

Based on your travel orders, interviewers will explain how much you are entitled to ship or store and will give you detailed information which will help solve your individual problems.

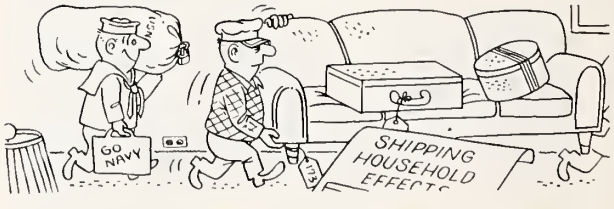
To get the best information on your special moving needs, you should visit the shipping office personally.

If you can't do this, write or phone the nearest office and you will be given the necessary forms and information.

Be sure to give the shipping activity a realistic date and time for packing and pickup of your household goods, as well as a preferred arrival date at your destination.

Four copies of your orders (one of which must be certified) are required for *each* shipment. Example: If a part of your household goods will be sent by expedited means, a part by other means of transportation, and the remainder to non-temporary storage, a total of 12 copies (including three certified copies) are required. Be sure to have sufficient copies of your orders.

An interviewer at the household goods shipping office



will fill out an Application for Shipment of Household Goods, also referred to as DD Form 1299—based on the information you give. Be prepared to tell the interviewer what you want shipped, when and where. Be sure this information is correctly shown on the form or worksheet before signing. An error here can cost you money and delay your shipment.

Because you may not always be able to make per-

sonal arrangements, your wife, or other agent, is empowered to act for you, if this person has your written authority. You may use either a simple letter signed by you or a formal power of attorney, as you wish. Remember, shipping rights belong only to you, the Navy member.

You may ship a "weight allowance" of household goods based on your rank or rate. Shipment may be made by petty officers, third class (with over four years of service), and above.

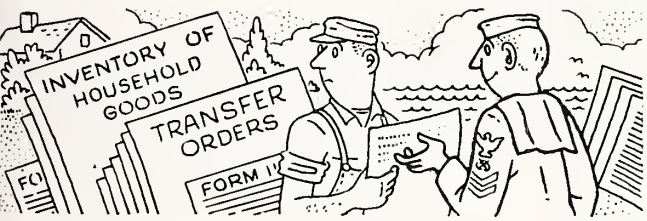
Weights are non-packed or non-crated weights and are referred to as "net weights." Allowances over and above these net weights are made for packing.

The Navy can pay only up to authorized weight allowances. Where moves weigh more than authorized allowances, the excess above the allowance is charged to you. Check carefully and dispose of all articles worn-out or no longer needed.

What to Ship, and How

Don't ship: Broken furniture; no longer needed clothing; old books, papers, or magazines; worn out, inoperable appliances; broken toys, etc.; anything else no longer needed. Moving time is a good time to clean out the attic.

The government won't ship as household goods: Automobiles or other motor vehicles; trailers, with or without other property; boats or outboard motors; alcoholic beverages; animals and birds; perishable food-



stuffs and plants; dangerous materials such as loaded firearms, ammunition, photo flash bulbs, flammables and acids; groceries and provisions other than those for consumption in your own home; articles acquired after the effective date of orders except when specifically authorized by BuSandA for shipment overseas; and articles intended directly or indirectly for persons other than you and your own immediate family, or articles for sale.

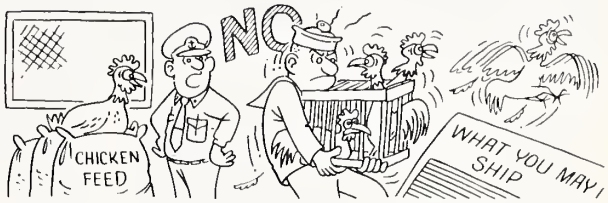
Silver, jewelry and other valuables are referred to as "articles of extraordinary value," which include such items as precious jewels, articles of gold and silver, paintings, authentic oriental rugs, relics, and antiques. They deserve special handling and should not be shipped routinely with household goods.

Tell the transportation officer of the quantity and value of these articles and he will arrange for their shipment to provide maximum security. The Government will assume the cost of this shipment if it is within your weight allowance.

One of the advantages of this type of shipment, in addition to greater security, is that it affords you an opportunity to obtain, at your own expense, protection for your valuables above the limited protection automatically provided, and without the necessity for insuring your household effects shipped by ordinary means.

This may be important to you if your belongings include extremely valuable items, inasmuch as there are maximum allowance provisions applied to uninsured items of this nature in the adjudication of claims under the Navy Personnel Claims Regulations. Be sure to discuss with the interviewer at the Household Goods Shipping Office, the handling of these articles and the insurance aspects, including the Navy Personnel Claims Regulations.

If professional books, equipment and papers are



needed in the performance of your duties, you can have them shipped without being charged against your authorized weight allowance. Be sure the estimated weight is shown on your application for transportation of household goods. Before the packers arrive at your house, set these items apart from your other goods so that they can be packed, marked and weighed separately.

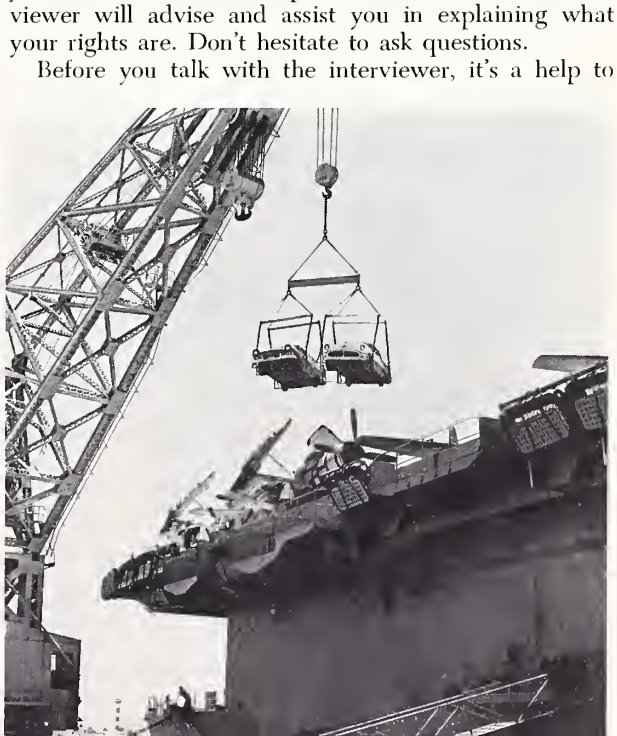
Your Next Duty Station

If your move is to government quarters, be sure to find out exactly what furniture and appliances will be provided before you ship your household goods. Items not needed at your next duty station can usually be placed in storage at origin at Navy expense. Careful attention to this matter will save both wear and tear on your furniture and save taxpayers' dollars.

Note: All household goods shipping activities can give you general information on housing conditions overseas. Such information may be provided with your orders. But the best source is the commanding officer or his representative at your next duty station. You will be required to use any household goods which are shipped to your next duty station.

You can ship your household goods *when* you receive your orders. "Where" depends on orders. Your interviewer will advise and assist you in explaining what your rights are. Don't hesitate to ask questions.

Before you talk with the interviewer, it's a help to



INFORMATION ON SHIPPING FOR TH

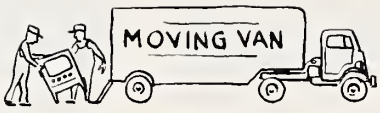
HOUSEH

WHEN YOU RECEIVE PERMANENT ORDERS

Shipment can be made between duty stations. Except in cases where household goods are located at the home of record, upon release from active duty, shipment can be made from and to places other than your duty station (limited in cost).

Shipment will be made at Government expense and you will be billed for excess costs, if any.

See text for permanent orders weight allowance.







Duty Outside the United States

If you have sufficient obligated service to complete the overseas tour of duty and at least 12 months remaining on station after the arrival of dependents, your weight allowance will be shipped to your overseas station (if not a restricted area). Shipment to any point in the United States is authorized.

Contact the overseas area commander or your prospective commanding officer to find out what articles of furniture or household goods will not be needed at your new duty station overseas.

You may request storage for your household goods for the full time that you are overseas.

See your household goods transportation officer for details and limitations. Your household goods will not be shipped until you receive your dependents' entry approval, where applicable.





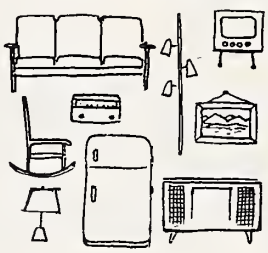
Sea Duty

If you are ordered to a ship or mobile unit, you may ship your household goods to the home port or home yard of the vessel or unit or to any selected point in the United States.

You may be directed to report to a vessel at a place which is not the home yard or home port. Be sure to find out home port of your vessel before shipping household goods.

If you do not want your goods shipped, storage privileges are the same as for overseas duty.

If you are ordered to duty or temporary duty in connection with the building, fitting out, conversion, or reactivation of a vessel and are on board when commissioned, see your household goods transportation officer for special entitlement.



WHEN YOU RECEIVE TEMPORARY ORDERS

Shipments can be made between duty stations, or from and to places other than your duty station (limited in cost).

Shipments will be made at Government expense and you will be billed for excess costs, if any. Storage of the temporary weight allowance is not authorized.



When Ordered to School

If storage or shipment is desired, see your household goods transportation officer. He will tell you whether or not your orders entitle you to shipment and/or storage of household goods.

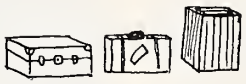


SEPARATION FROM THE SERVICE

If your separation is under honorable conditions you may have your permanent weight allowance shipped from your last or any previous permanent duty station to your home of record or the place from which ordered to active duty, as you may elect, for travel.

If your orders direct temporary disability retirement, retirement or transfer to the Fleet Reserve, see your household goods transportation officer regarding privileges for shipment and storage.

Time Limitation—Your household goods must be turned over to a household goods transportation officer or carrier for shipment within 1 year from the date of release from active duty. If you are undergoing hospitalization or medical treatment on the date of termination of active duty, see your household goods transportation officer for exception to the time limit.





WHO CAN SHIP HOUSEHOLD GOODS

Personnel in pay grade E–4 (with over 4 years' service) and all personnel above that rate are entitled to shipment of household goods.



WHERE YOU CAN GET SHIPPING INFORMATION

Before making any arrangements, it is important to get in touch with your household goods transportation officer. He is your best source of information and will give you the word on your shipping rights and limitations. A personal interview with him is recommended.

Don't hesitate to ask questions on entitlement. It is better to know all the answers before shipment. See *Bureau of Supplies and Accounts Manuals*, paragraphs 35450, 58026–2a and 81555 for a list of designated household goods shipping activities.

HOW MUCH CAN YOU SHIP?

Your grade or rank at the time your orders become effective and the type of orders (temporary or permanent change of station orders) will determine your maximum weight allowance.

You can estimate the weight of your household goods fairly close by multiplying the approximate total cubic feet of your goods by seven. Cubic footage for average household goods can be found on the inventory form—Standard Form 117—available from your household goods transportation officer.

WHAT YOU CAN SHIP AS HOUSEHOLD GOODS

Usual household items including furniture, household appliances, clothing, baggage, and other similar items can be shipped. See your household goods transportation officer for exceptions.

Professional books, papers and equipment when required for reference or other purposes in the performance of official duties are also permitted without charge against the prescribed weight allowance. The estimated weight of such professional books, papers and equipment must be indicated on DD Form 1299.

WHAT YOU CANNOT SHIP AS HOUSEHOLD GOODS

Automobiles or other motor vehicles. They are subject to special regulations. See below.

Automobile trailers may not be shipped even though they may contain household goods.

Boats or component parts thereof, such as outboard motors; pets, wines, liquors, explosives, or other items that are liable to damage other property may not be shipped.

Groceries and provisions other than those intended for your immediate family are not allowed.

Articles for sale or articles for persons other than you or your immediate family cannot be sent.

UNACCOMPANIED BAGGAGE

When required to carry out assigned duties or to prevent undue hardships, certain items may be shipped via an expedited mode.

Your household goods transportation officer will explain the privileges in your case.

HOLD BAGGAGE

You are authorized hold baggage which will accompany you on the ship on which you travel. This is in addition to cabin baggage which is usually limited to hand baggage needed for the voyage.

If shipment of hold baggage to or from the port is arranged by a household goods office, it will count against your household goods weight allowance. See NavPers 15842–B (Overseas Transportation Information for Navy Dependents for details).

(Based on regulat

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WHAT PAPERS ARE NEEDED

If you make arrangements personally you will need to: Furnish four copies of your orders (one certified) for each shipment. For example, if part of your goods are shipped via an expedited mode, part by other means and part to storage, you'd need 12 copies (three certified).

Fill out Application for Transportation of Household Goods (DD Form 1299).

Fill out Inventory of Household Goods (Standard Form 117) when required.

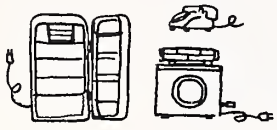
If your dependent or agent makes arrangements for you, that person must:

Apply to the household goods transportation officer at the nearest naval activity.

Furnish the necessary copies of your orders (see above).

Fill out DD Form 1299. (See above.)

Get from you some written authority (letter) or power of attorney to act in your name to arrange for shipment or storage.



INSURANCE

This is a matter for you to decide. If your goods are being shipped by ordinary means and their value, considering depreciation, is more than $6,500, you may want to insure the difference between your valuation and the $6,500 protection provided by the Government. You might also want to insure your expeditious shipment. See your household goods transportation officer if it contains items of extraordinary value.

If you have commercial insurance or plan to purchase it, be sure to read the policy carefully! Make sure you understand its provisions and limitations.





LOSS OR DAMAGE CLAIMS

If your household goods are damaged when you receive them, contact the nearest household goods transportation officer for instructions. If possible, he will assign an inspection officer to check the damage.

Do not refuse to sign the Government bill of lading or DD Form 619, but be sure to note missing or damaged items on the bill of lading, inventory or other shipping document. Notations of missing or damaged items should be signed by you and the carrier's representative, and you should retain a copy. The household goods transportation officer will provide you with advice, the proper claim forms, and a written instruction pamphlet. Claims may be filed with the Government and the carrier at the same time.







CABIN BAGGAGE

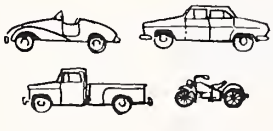
Not more than two standard handbags per person 12 years of age or over will be permitted aboard.

Children under 12 years of age are allowed one standard handbag.

In addition, each persan may carry a small case for toilet articles.

Footlockers and trunks are prohibited in cabins.

See NavPers 15842–B (Overseas Transportation Infarmation for Navy Dependents) for details.





t as of December 1963)

HOW YOU CAN HELP IN PACKING AND MOVING

Be sure you, your dependent, or agent is at home when packer is to arrive.

Take down drapes and pictures from wall.

Arrange for the disconnection of automatic washers, kitchen ranges, refrigerators, freezer units, dryers, and other mechanical articles.

Refrigerators should be defrosted, clean and thoroughly dried the day before to avoid mildew.

Have telephone and utilities disconnected.

Disconnect and remove air conditioners.

TV antenna should be removed from roof and dismantled. These costs will have to be paid by you.

Purchase a supply of hard-to-get spare parts to pack with the article, especially if you are going overseas. (A couple of good mail order catalogues will come in very handy.)

Clothing, furs, rugs and woolens should be sent to the cleaners to be serviced properly for shipping and storage.

Dishes and cooking utensils should be cleaned.

Dispose of opened but unused foods. Do not pack.

Don't include fresh fruit, plants or flowers.

Contents of deep freeze units cannot be shipped.

Keep canned goods, sealed groceries, and other food supplies together in one area for shipping.

Remove articles from furniture drawers—especially heavy or breakable items, mirrors, framed pictures and liquids.

Do not overload furniture with packed heavy linens and sheets.

Dispose of old books, papers, magazines, excess furniture and all articles which are worn out or no longer needed. Clean out the garbage containers and wastebaskets you want shipped.

Arrange to accept your household goods promptly at destination. This will prevent unnecessary cost far short periods of storage and additional handling.

If storage in transit in excess of 90 days is required, due to conditions beyond your control, you must submit a request for the addition to 90 days' storage, supported by a statement of facts, to the transportation officer at origin or destination. This request should be submitted to and approved by the transportation officer at the earliest possible date.

Don't forget to transfer your bank account (if desired), make arrangements to handle contents of your safety deposit box, discontinue milk and newspaper service, and notify post office of your change of address. Notify commercial insurance agents of your transfer.

YOUR VALUABLES

Articles of extraordinary value such as currency, valuable papers, jewelry, stamp collections, silverware, and objects made of precious metals should receive special handling. The Government will assume cost of transportation if it is within your weight allowance. Consult the household goods transportation officer for details concerning excess valuation and insurance coverage.

MOTOR VEHICLES

Motor vehicles may be shipped via Government-owned vessels or United States flag commercial vessels to overseas duty stations for personnel in pay grade E–4 (with over 4 years' service) and personnel above that grade.

Automobiles, passenger-carrying jeeps, station wagons, auto buses not exceeding 9-passenger capacity, motorcycles (with or without sidecars), motor scooters, motorbikes, multipurpose vehicles such as pickup and panel trucks may be shipped. Only one such vehicle may be shipped in connection with permanent change of station orders. See your household goods transportation officer concerning restrictions on shipments of foreign-made POVs.

See your household goods transportation officer and NAVSANDA Publication 380 for details on how to conditian and service your vehicle, what papers are needed, and to what activity (transshipping point) application should be submitted. The transshipping activity (Navy port of embarkation) will notify you when and where to deliver your vehicle.

know such things as the quarters situation at your next duty point, the climate, electrical current and other pertinent local information.

The method by which your household goods will be shipped depends on when you require your goods at your new station. If your household goods are to be shipped uncrated, you are permitted to state a preference for use or non-use of the carrier that will handle your shipment.

However, the transportation office is bound by certain regulations and may be unable to honor this preference. Requests for non-use of specific carriers that have given you unsatisfactory moves will be honored by the transportation officer if another carrier is available to move the shipment at the same overall cost to the government. The best available transportation will be used to get your goods there when needed.

Be sure to give the interviewer a realistic "PAD"—Preferred Arrival Date. It is just as bad to have your goods arrive too early as too late. Early arrival of household goods means extra handling in and out of a storage location and this unnecessarily increases the chance of damage. Also, this is a more costly operation to you as a taxpayer.

You can request expedited shipments only for items of extraordinary value and those things that are needed at home right up to moving time and also will be needed immediately at your new duty station until you are resettled.

Moving Day

When the time comes to make the actual move, the Navy will arrange to service your appliances, provide an inventory, pack, pick up your household effects at your residence; crate, store and ship; make delivery at your new residence, uncrate, and unpack your HHEs, remove trash and debris after packing and unpacking.

It isn't necessary for you to do the actual packing, but you can help by checking on some duties of the movers.



When your goods are packed, the mover must:

- Use new or used boxes and cartons in good condition and mark the general contents on each.
- Tag or mark each container or loose item with the item number and lot number shown on the inventory list.
- Pack large mirrors, glass tops, large glass-faced pictures, etc., in a crate or reinforced carton.
- Place mattresses in cartons.
- Use a clean type of packing or other modern method (not requiring the use of excelsior or shredded paper).
- At time of loading, wrap in furniture pads, covers, burlaps, or other suitable wrappers, articles having surfaces liable to damage by scratching, marring, or chafing.

After the Move

When your goods are unpacked, the movers must:

- Place your goods in any room you want them, but be only required to make one placement.
- Check off all items delivered against the inventory.



- Unpack all items from containers.
- Record all loss or damage found during the unpacking process.

If any problems or questions arise, don't argue with movers. Call the nearest Household Goods Shipping Office.

You are encouraged to make a detailed inventory of your own items. However, whether or not you do, the movers will make an inventory of furniture, boxes and barrels, and give you a signed legible copy as a receipt.

You should be sure, however, that the inventory reflects the true condition of the property. General terms such as "marred," "scratched," "soiled," "worn," "gouged" and the like should not be used unless the specific location of the damage and extent of the defect is also indicated. For example: "right front leg, chipped," "three-inch scratch in center of table top," "two-inch tear in covering of left arm."

Call the nearest household goods shipping office in case of disagreement. Make sure the number of boxes, barrels, crates, etc., furnished by the mover agrees with the number he lists on the Statement of Accessorial Services Performed (DD Form 619), which he will also ask you to sign.

Do not sign a blank form or a form that has been filled out for more services than the mover has actually performed in packing your household goods.

Your Responsibility in Moving

Before arrival of packers you are responsible for: Removing and dismantling television antenna; defrosting, cleaning and emptying the refrigerator and deep freeze unit; disconnecting appliances (including necessary plumbing, electrical, and carpenter service).

The government provides preparation of appliances at origin so that they will safely withstand handling,

movement and storage; reversing the procedure at destination. This does not include connecting or disconnecting services.

You should be prepared to furnish the household goods interviewer with a list of appliances by manufacturer, year, and type model.

Delivery to your new home can be arranged by merely calling the household goods shipping office nearest your new station when you get there. Be sure to contact your transportation officer at destination as soon as housing or quarters become available to prevent unnecessary handling and storage of household goods.

If your goods have not arrived, this office will follow up on your shipment for you.

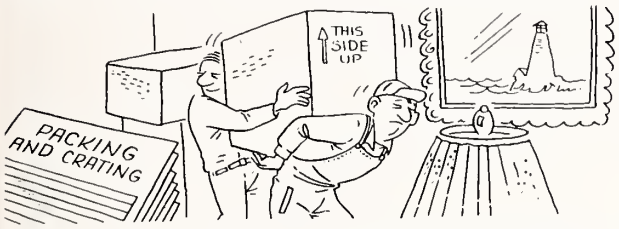
Give as much advance notice as possible for delivery, especially during the busy summer moving season.

Damage and Insurance

The moving company which moved your goods is responsible for damage only at the per-pound rate stated in his contract. Generally, this amounts to $.30 a pound for each article in motor van and freight forwarder shipments; to $.10 a pound in the case of rail or motor freight and up to $.50 a pound for express. *Example:* Your chair which was shipped by motor van weighs 10 pounds. Suppose it is damaged to the extent that it cost $10.00 to repair. Since the moving contract calls for him to pay only $.30 a pound, the maximum he is required to allow for repairs to the chair is $3.00.

If the carrier has been asked to accept cartons packed by the owner, he cannot be expected to become responsible for damage to their contents.

The Navy is authorized to reimburse you for loss or damage not otherwise compensable to the extent of $6500. This is a statutory limitation applicable to each claim. If you have more than one authorized shipment



in connection with your move, and losses occur in each shipment from unrelated causes, greater coverage will result as the claims are considered separately.

Normally, you will not be reimbursed for loss of items which should not have been included in the shipment or for articles of extraordinary value which have not been afforded proper security.

If you have any questions regarding the protection of your property, consult your shipping officer.

Only you can decide if you should carry additional, commercial insurance. There are two factors you should take into consideration.

If you have no items of extraordinary value and your entire shipment of household goods is by ordinary means, you may want commercial insurance if your goods are valued at more than $6500. In this case you may desire to obtain insurance only for the difference between your valuation and the $6500 protection which is provided by the government to obtain essentially complete coverage.

If you have two shipments, that is, one by ordinary



HELP'S available at household goods shipping office.

means and one by expeditious means, you should consider the following factors in regard to your expeditious shipment: The Government does not provide automatic protection up to $6500 for items of extraordinary value because of the maximum allowance it applies to uninsured items of this nature. If you want full protection for this shipment it is necessary that the full value of the article be declared to the transportation company and that you bear any additional costs above the minimum rate to obtain this protection. When this has been done and you suffer damage or loss you are protected either by the coverage you have purchased, or, if for any reason the carrier denies liability in whole or in part, by the Government up to the $6500 maximum.

Be careful to place a true valuation on your property. Remember, the Government and, usually, the insurance company or carrier, will not pay more for an item than its depreciated value at time of loss or damage; and, your combined recovery cannot exceed this value. Under normal circumstances, neither the Government nor an insurance company will pay full replacement value.

In the event of loss or damage, your best friend is the household goods shipping officer. Get in touch with him promptly. He will provide you with the proper forms, a written instruction pamphlet, advice, and whenever possible, an inspector to check the damage.

A claim may be filed against the Government, the carrier and/or your insurance company at the same time. However, this may prove unnecessary if the carrier repairs or replaces the damaged item, or pays you. If you discover damage or loss at the time of delivery, note the facts on the bill of lading and inventory which the delivering agent will ask you to sign.

Do not refuse to sign the government bill of lading because the goods are received in a damaged condition or when a portion of the shipment is missing. But, before you sign the bill of lading, be sure to make a notation on the reverse side indicating the type and extent of loss or damage.

The Navy insists that the carrier which moves your goods render you a high quality service. Business awarded a carrier in the future depends on his performance on each shipment. There are many things about a carrier's service that only you, the owner, can observe. It is therefore important that you complete the evaluation form which you will be given and return

it to household goods office at origin after your goods have been delivered.

Automobiles

If you have permanent change of station orders to, from, or between overseas areas, you may ship your automobile between duty stations. Land transportation to or from a port is not authorized. You or your designated agent must deliver your automobile to the port shipping authority authorized to serve your new duty station. If delivery is made by your agent, be sure he has your written authority to do so.

As soon as the selected port activity receives your application, it will send you delivery instructions.

Although the loading port will carry out most of the details necessary to prepare your car for shipment, you should make sure before you deliver it that:

Motor is in good operating condition; windshield wipers are operating; brakes (floor and hand) are adequate and in good operating condition; all lights are operative and properly adjusted; horn is operative; exhaust system is in sound condition; all glass (head lamps, rear lamps, windshield, and windows) is unbroken and free from cracks; body and fenders are free from breaks and tears; battery is fully charged; cooling system contains sufficient antifreeze to prevent freezing in transit; and vehicle is thoroughly cleaned and the surface or undercarriage does not contain any foreign matter which might harbor insect pests.

Before delivery of your vehicle to the port, remove items easily stolen or damaged, such as hubcaps, tools, or similar items and pack them in a substantial box and store in vehicle. The box should show owner's name, rate or rank, file or service number, and destination.

Weight Allowance Table

Below is a table of new weight allowances (pounds) for service and grade at time of effective date of orders.

Rank/Rate	Temporary Duty	Permanent Duty
Admiral	2000	24,000*
Vice Admiral	1500	18,000*
Rear Admiral (upper half)	1000	14,500*
Rear Admiral (lower half)	1000	12,000*
Captain	800	11,000
Commander	800	11,000
Lt. Commander and Warrant Officer (W-4)	800	10,000
Lt. and Warrant Officer (W-3)	600	9000
Lt(jg) and Warrant Officer (W-2)	600	8000
Ens. and Warrant Officer (W-1)	600	7500
Enlisted personnel		
E-9 Master Chief Petty Officer	600	7500
E-8 Senior Chief Petty Officer	500	7000
E-7 Chief Petty Officer	400	6500
E-6 Petty Officer, First Class	400	6000
E-5 Petty Officer, Second Class	400	5500
E-4 Petty Officer Third Class (with over 4 years' service)	400	5000
Aviation Cadet	400	400

*Currently limited to 11,000 pounds by appropriation act rider.

The port shipping activity will: Inspect your vehicle when you deliver it; note its condition in your presence; drain the gasoline tank; disconnect the battery; and load it aboard ship.

The Government can ship only one vehicle for you. In general this includes passenger-carrying jeeps or pickup trucks, automobiles, motorcycles, motor scooters, and motor bikes.

Trailers, vehicles to be used for commercial purposes, airplanes, or boats will not be shipped.

You should furnish the destination port your overseas address as soon as possible so they can notify you when your vehicle arrives. When you pick it up they will: Put enough gasoline in the tank for you to get to a gas station; connect the battery; and make a joint inspection with you to note the condition after receipt.

Any damage incurred between the time you turned



the car over to the port shipping activity and the time you receive the car at port receiving activity should be determined carefully by reference to the condition sheet given you after inspection at the port shipping activity.

Because overseas regulations and prohibitions vary on entry restrictions, licensing requirements, resale laws, and special equipment requirements, it is best to check on the latest information by writing your overseas commander as soon as possible after you know where you will be going. For example, some areas prohibit the importation of expensive or flashy cars.

You must submit a request on a Motor Vehicle Shipment Application (DD Form 828) which will be provided by your household goods shipping officer. Two copies of your orders, one of which must be certified, must accompany this form to the port shipping activity which will be shipping your car.

Baggage

Generally, most ships restrict cabin baggage to hand baggage needed for the voyage. Weights and limitations are contained in NavPers 15842-B. You are authorized additional "hold baggage" which will accompany you on the same ship on which you travel. If shipment to or from the port is arranged by a household goods shipping office, it will count against your household goods weight allowance.

Trailers

If you have authority to ship household goods, but wish to ship a mobile home instead, you have two alternatives. You may tow the trailer yourself or ship the trailer on a government bill of lading.

In the first instance you will receive a monetary allowance. In the second instance, the Government will pay the total expense and you will be checked for certain maximum unallowable charges including costs above an established maximum allowance. Generally, you cannot make a shipment of household goods and receive a trailer allowance at the same time. Before you acquire or move a mobile home talk to your transportation officer regarding the intricate provisions of the law.

advancement: up the navy ladder

GETTING AHEAD plays a big part in service life, and most Navymen get in the mood of things early. Many sailors are still pushing a piece in boot camp when they begin to look enviously at the chevrons on their company commander's sleeve.

True, there is a lot of accumulated salt between the recruit's single stripe and the chief's hat, but his ambition is far from impossible. Although 12 years is the average, the CPO's hat can be earned, with hard work and good luck, in about seven years.

In the meantime, the recruit is probably eyeing the more tangible possibility of the next higher pay grade, E-2. In the first three pay grades, his advancement will follow a fairly regular schedule. Advancement from E-1 to E-2 is normally effected upon completion of recruit training. For advancement to E-3 there are five considerations:

Service in pay grade; practical factors; military requirements; a locally administered examination; and commanding officer's recommendation.

Having been promoted to E-3, the Navyman now stands on the threshold of the petty officer grades, with their added prestige and greater pay. Three major items will govern his chances of advancement above E-3:

- Needs of the service.
- Score on the service-wide examination for advancement in rating.
- Performance factor.

The Navy's advancement system is designed to fill the available billets with the most highly qualified personnel. Consequently, ratings having a continuing need for additional petty officers offer better chances of advancement than those ratings where the need for petty officers is less.

Quotas Are Important

Periodically the Chief of Naval Personnel specifies how many Navymen in each rating may be advanced. This number, called a quota, is determined on the basis of vacancies in each rating and on the maximum number of petty officers that can be supported within the authorized enlisted strength of the Navy.

When the advancement tests have been graded and final multiples have been computed, this quota becomes the all-important factor. In ratings having more personnel qualified for advancement than can be authorized to advance, the quota determines the cutoff point and those with multiples below that point will not be advanced. In ratings having a quota larger than the qualified number of personnel, all who qualify may be authorized for advancement.

If you are not advanced on 16 May or 16 November due to quota limitations, you may still make rate on the secondary advancement date, either 16 July or 16 January. On these dates Navymen who have qualified for advancement on the last previous Navy-wide examinations may be advanced to fill vacancies which have opened up since the primary advancement date.

Certain ratings having a continuing need for skilled petty officers have been designated critical by the Chief of Naval Personnel. Chances for advancement within these ratings are generally much greater than chances in other, more crowded ratings.

Because of the Navy's need for personnel in these critical ratings, the STAR and SCORE programs have been introduced. The STAR (Selective Training and Retention) program is designed to offer advancement and schooling opportunities to young Navymen with between one and three years' service. The SCORE (Selective Conversion and Retention) program is designed to allow personnel in crowded ratings to convert to the more open, critical ratings.

Final Multiples Count

Within the quotas set by the Chief of Naval Personnel, advancements are determined by final multiples. The final multiple is a combination of the examination score plus credit for total service, time in pay grade, performance and awards. Final multiples are determined in the following manner:

FACTOR	MAXIMUM CREDIT
Examination Scare	80.00
Performance Factar	50.00
Tatal Active Service	20.00
Service in Pay Grade	20.00
Awards	10.00
Maximum final multiple	180.00

Although the examination score is less than half the total possible multiple, it is often the deciding factor, especially in the lower pay grades when you have not had time to collect many awards and when the total active service and service in pay grade does not vary greatly between those taking the test. For another thing, the examination score is often the item over which you have the most control. Failure on the test, no matter what the final multiple, means disqualification.

The examination is written by the Naval Examining



Center, and is graded by them on a 0-80 basis. The examination, like the Navy Training Courses, is developed from the *Manual of Qualifications for Advancement in Rating* (NavPers 18068).

Advancement Requirements

There are certain requirements every Navyman, regardless of rate or rating, must fulfill before being qualified to take the examination for advancement in rating. These requirements are:

- Be recommended by commanding officer.
- Complete all of the required practical factors.
- Complete the required Navy training courses.



- Successfully complete service school, if required for the particular pay grade or rating.
- Fulfill service requirements, both time in service and time in pay grade.
- Be in the proper path of advancement.

The service-wide examinations for advancement in rating are usually held in February and August of each year. Change in rating exams are also authorized for these same dates.

The performance factor is second only to the examination score in determination of the possible final multiple. Performance factor is determined by an average of semiannual marks over a specific period of time, usually the same amount of time required in rate before advancement.

The remaining possible 50 points of the final multiple, as the chart shows, are computed from time in service, time in rate and awards (the Medal of Honor is worth six points, the Good Conduct Medal two).

One thing is sure, no matter what the rate or rating in question. The Navy doesn't just hand out crows and stripes indiscriminately, but opportunity is always knocking for ambitious and qualified men.

officer promotion

OFFICER PROMOTIONS have two things in common with enlisted advancement procedures: they are determined by the needs of the Navy and qualifications of the individual. The aim of the program is to select the best possible officers from the standpoint of ability, experience, responsibility and leadership.

This is how the program works. With a few exceptions, officers are chosen for promotion by Officer Selection Boards. The selection board examines the service records of all officers eligible for promotion and decides which officers will be advanced. The actual number of officers who may be promoted to lieutenant and above is governed by the vacancies that will occur in those grades.

When considering officers for promotion, the selection board examines the professional qualifications of each officer as they are reflected by his service record.

In addition to being chosen by the selection board, regular officers must be nominated by the President and the nominations must be confirmed by the Senate before they may be promoted.

There are certain minimum time-in-grade requirements that must be met before an officer may be selected. A lieutenant (junior grade) must complete two years in grade in the fiscal year the selection board convenes to be eligible for promotion; for a lieutenant it is four years; a lieutenant commander, four years; a commander, five years; and a captain must have three years in grade before he is eligible for selection as a flag officer.

Many officers must have a specific amount of sea duty before being promoted. All permanent Regular Navy unrestricted line and permanent limited duty officers must have two years sea or foreign service in grade or while on the promotion list for that grade to be promoted to grades above lieutenant. This requirement is further outlined in the 1412.7 series BuPers Instruction.

There are only two cases in which promotion is not determined by the selection board. Advancements within the flag ranks are effected only upon the appointment by the President. Promotion from ensign to lieutenant (junior grade) takes place when the ensign has accumulated the required time in commissioned service and when his commanding officer considers him qualified.

Promotion Zones

An officer's lineal position determines when he will enter the promotion zone. The promotion zone in any rank is a list of officers, by lineal number, beginning with the most senior officer of that rank who has not previously been failed of selection while in his present rank. The cutoff point (the most junior officer in the promotion zone) is determined by the Secretary of the Navy in the manner set forth by law. The promotion zone does not necessarily include all officers who are otherwise eligible for promotion.

All officers who will complete the required service in grade are eligible for selection, as are all officers above the promotion zone (officers who have previously failed of selection). All officers below the promotion zone are

also eligible for selection if they have completed the minimum service required but selection of permanent Regular Navy officers from below the promotion zone is limited to five per cent of the total number authorized to be selected.

Officers in the promotion zone who are not selected by the board are considered to have failed of selection and in the next period of selection will fall into the group above the promotion zone. These officers, however, will still be eligible for promotion. Officers who were below the promotion zone and who were not promoted are not considered to have failed.

How Many Officers May Be Promoted?

Vacancies in the grades of LT through RADM for future years are computed by the Bureau of Naval Personnel, and these openings govern the number of officers that may be selected.

Although chances for promotions vary, current opportunities for most officers are listed as follows:

- *95 per cent* of all eligible lieutenants (junior grade) will be promoted to lieutenant.
- *90 per cent* of all lieutenants will be promoted to lieutenant commander.
- *75 per cent* of all lieutenant commanders will be promoted to commander under the current program.
- *44 per cent* of all commanders will be promoted to captain.

The normal terms of service in grade specified by law (10 USC 5768) for officers in the promotion zone are: For promotion to lieutenant, six years' total commissioned service; to lieutenant commander, those with 12 years' service; to commander, those with 18 years' service; to captain, those with 25 years' service; and to rear admiral those with 30 years of service.

However, officers are currently being promoted well ahead of these periods of normal commissioned service. Ensigns are being promoted to lieutenant (junior grade) after 18 months' service computed from date of rank (some have two years total service, some one year); lieutenant (junior grade) to lieutenant, four years total commissioned service; lieutenant to lieutenant commander, nine and one-half years; lieutenant commander to commander, 15 years; commander to captain, 21 years of total commissioned service.

The selection board certifies the professional qualifications of the selected officers (except in the case of promotion of ensigns). This has replaced the former method of establishing professional qualifications by examinations and completion of correspondence courses.

how to earn a commission

THERE WAS A TIME when the enlisted Navyman who rose to commissioned status was a rare individual, but today there are about 15,000 naval officers on active duty who received their appointments through programs they entered while serving in an active duty enlisted status.

The several programs available include the Naval Academy, Naval Aviation Cadet, Navy Enlisted Scientific Education, Officer Candidate Airman, Limited Duty Officer, Integration, Medical Service Corps, Nursing Education, Officer Candidate, Aviation Officer Candidate and Naval Aviation Officer Candidate.

You need not adopt an "all work and no play" attitude to attain the prizes offered by these programs, but it is certainly true that a lot of work will come before playtime if you hope to be successful. These are not "giveaway" programs—you will have to make a determined effort to earn any of the prizes described here.

Naval Academy

The quotas for appointment to the U. S. Naval Academy provide for the annual admission of 160 enlisted men from the Regular Navy and Marine Corps and 160 enlisted men from the Navy and Marine Corps Reserves. Eligible Regulars, and Reservists serving on active duty, who are nominated by their commanding officers and who pass the preliminary physical and scholastic examinations, are sent to the Naval Preparatory School at Bainbridge, Md., for instruction designed to prepare them for the Naval Academy entrance exams and academy course of study. Reservists who are on inactive duty when nominated are not sent to the Preparatory School.

- *Requirements*—To be eligible to compete for an Academy appointment of this type, a Regular or Reservist must have enlisted on or before 1 July of the year preceding that in which he would enter the Naval Academy. (For example, a candidate for the USNA class beginning in 1964 must have enlisted on or before 1 July 1963.)

In addition, an applicant must have passed his 17th birthday, but must not have reached his 21st by 1 July of the year he will enter the Naval Academy. He must be unmarried and agree to remain unmarried until commissioned.

An applicant must be a high school graduate or have completed enough high school courses so that these, plus credits earned at the Preparatory School (approxi-



mately three and one-half), will give him the 15 secondary school credits required for admission to the Naval Academy. Also, a combined GCT/ARI score must total not less than 118.

Any enlisted man wishing to become a candidate should submit a special request chit to his commanding officer. COs of ships and stations conduct a survey of enlisted personnel, usually sometime between January and March of each year, for the purpose of nominating those they consider suitable officer material.

• *Preparatory School*—Applicants are required to take the preliminary examination in mid-April to determine their degree of aptitude in subjects involved in the Naval Academy entrance examination. Candidates who successfully meet these initial requirements are then transferred to the Naval Preparatory School, which remains in session from September until the USNA entrance exams in March the following year. Prep School students then compete on a national basis for entrance to the Academy.

• *Other Types of Appointment* — Besides entering Annapolis under the quotas for Regulars and Reserves, there are several other ways a man already in the Navy might enter the Academy. He might obtain a Congressional nomination. He might be nominated under quotas set aside for the sons of officers or enlisted men (active or retired) in the Regular Army, Navy, Marine Corps, Air Force and Coast Guard.

Or, he might be appointed as the son of a recipient of the Medal of Honor or as the son of a deceased veteran. The latter category is for the sons of armed forces personnel who were killed in action or who have died of wounds or injuries received, or disease contracted or aggravated in active service during the two World Wars and the Korean conflict.

When a candidate is eligible to apply for more than one type of appointment, it may be to his advantage to do so.

Naval Aviation Cadet

The Naval Aviation Cadet program leads to a commission and Navy wings. It provides flight training for qualified EMs of the Regulars and Reserves who are serving on active duty.

• *Requirements*—The latest qualification standards and procedures for active duty personnel are listed in BuPers Inst. 1120.20C. To be considered under the present instructions on the program you must:

• Be a U. S. citizen over 18 but under 25 years of age on the date application is submitted.

• Sign a contract to complete at least three and one-half years of active duty after completion of flight training.

• Attain a minimum grade of three on the Aviation Qualification Test and five on the Flight Aptitude Rating Test.

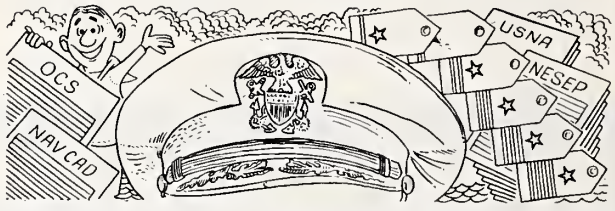
• Be selected and recommended by your commanding officer (who utilizes the service of a locally convened selection board).

There are three methods of meeting the educational requirements for this program:

• Satisfactory completion of two full years (60 semester or 90 quarter hours) of unduplicated passing work at a regionally accredited college or university;

• Satisfactory completion of one year (30 semester or 45 quarter hours) of passing work at a regionally accredited college or university, plus a combined GCT-ARI score of 120 and a MECH score of 58; or

• Satisfactory completion of the USAFI GED test,



College Level, plus a combined GCT-ARI score of 120 and a MECH score of 58.

Men who have previously been dropped from any military flight training program by reason of flight failure, or who have previously qualified as naval or military aviators are not eligible for this program.

Your application must be endorsed by your commanding officer and accompanied by a Statement of Personal History (DD 398), loyalty certificate, educational transcripts, USAFI test reports, NavCad contract, and consent forms and classification test scores as applicable.

Upon final review of your application by the Bureau of Naval Personnel, you will be notified, via your CO, of the action taken. If eligible you will have your name placed on a priority list according to your date of acceptance.

• *Selection*—Quota allowances will govern selection of candidates from this list. No specific information can be given as to when you would be ordered to flight training. If accepted, you will be ordered to NAS Pensacola, Fla., for training in the grade of Naval Aviation Cadet, USNR. After completion of the 18-month flight training course, you will be designated a Naval Aviator and appointed as ensign, 1315, USNR.



NESEP

The Navy Enlisted Scientific Education Program (NESEP) is an uninterrupted four-year college education program which leads to a baccalaureate degree in engineering, science or mathematics categories approved by the Chief of Naval Personnel. The applications of all fully qualified NESEP candidates are considered by a selection board convened by the Chief of Naval Personnel to select those candidates considered best qualified for high-level college performance and eventual careers as line officers of the Regular Navy.

Those selected receive approximately nine weeks of refresher training courses in mathematics, physics and English usage, plus orientation in college academic requirements before college entrance.

Upon satisfactory completion of summer preparatory training and acceptance at a NESEP college or university, trainees obligate themselves for six years in the Regular Navy, retaining their present pay grades and ratings. Students maintain their enlisted status, and are eligible for advancement in rating in accordance with established procedures.

NESEP students receive full pay and allowances while attending college, and must pay for their subsistence and lodging. The Navy pays their other college expenses.

Graduates of NESEP, after receipt of their degrees and successful completion of Officer Candidate School or Naval School Pre-Flight, are appointed to the grade of ensign in the unrestricted line of the Regular Navy, if physically qualified. Graduates who do not meet the physical standards of the unrestricted line are considered on an individual basis for appointment in the restricted line or staff corps. Commissioned graduates of this program must serve at least nine months on active duty for every six months of education, and in no case may this obligation be less than four years.

Each applicant for NESEP must submit a letter of application in time to reach the Chief of Naval Personnel not later than 1 November. Detailed requirements and information are contained in the current BuPers Inst. 1510.69 series. Generally, to qualify you must:

- Be an enlisted man or woman of the Regular Navy or in the Naval Reserve on active duty, (including personnel in the TAR program) in pay grade E-4 or above.
- Be at least 21 but not 25 years old by 1 July of the year selected. Waiver of maximum age may be granted by the Chief of Naval Personnel on the basis of one year for each year of fully transferable college credits.
- Be a high school graduate or possess a satisfactory high school level GED test score, plus a combined GCT-ARI score of 118.
- Meet the physical standards of officer candidates, except as modified in the above listed BuPers Instruction.
- Have a clear record for two years preceding 1 July of calendar year in which application is made.
- Be recommended by commanding officer.

Applicants may be either married or single.

OCAN

The Officer Candidate Airman program requires about 13 months of naval aviation observer training. This program was begun in May 1963 and is expected to provide about 20 per cent of all naval aviation observers.

The qualifications for OCAN are the same as those for the NAVCAD program, except that applicants may receive constructive service credit up to 36 months for earlier active duty. Thus, enlisted personnel with three years' previous active service may submit applications for the OCAN program up to age 28 instead of 25, which is the maximum age for the NAVCAD program. In addition, OCAN applicants must be physically qualified and aeronautically adapted for duty involving flying as Naval Aviation Observers and must have scored at least three on the Aviation Qualification Test (AQT),



with no minimum score required on the Flight Aptitude Rating Test (FAR).

Selected applicants must sign contracts to complete at least three and one-half years of active duty after completion of NAO training. Applications may be submitted in accordance with the current BuPers Inst. 1120.20 series.

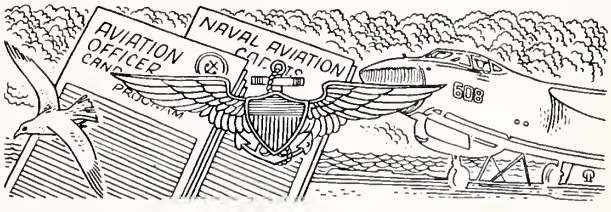
LDO Program

The Limited Duty Officer program gives the Navy's outstanding young men an excellent chance for advancement. There is a definite opportunity for topnotch candidates to continue working in the broad technical fields related to their ratings—as officers. The latest BuPers Inst. 1120.18 series is the current directive for procurement of personnel in this program.

- *Requirements*—The program is open to male Regular Navy personnel who:

Hold the rank or rating of chief warrant officer, warrant officer, chief petty officer or petty officer first class, within the age limits noted below.

Have completed eight years of active naval service



(including Marine Corps or Coast Guard when operating as part of the Navy), exclusive of active duty for training in the Reserve, by 1 July of the calendar year in which application is made.

Have served at least one year in rate by 1 July of the year in which application is made, if a petty officer first class. If a commissioned warrant or warrant officer, you must not have failed selection for the next grade. (Unless authorization for advancement is on board, POIs must compete in the E-7 service-wide examination given in February following examination.)

For appointment as ensign, have not reached 34th birthday as of 1 July of application year. For appointment as lieutenant (junior grade), warrant officers and

Continued on page 50

PATHS OF ADVANCEME

GENERAL APPRENTICESHIP

E–1 E–2 E–3

PETTY OFFICERS

E–4 E–5 E–6 E–7

Navy Blue Stripes on White or White Stripes on Navy Blue

SR SEAMAN RECRUIT — SA SEAMAN APPRENTICE — SN SEAMAN

Red Stripes on White or Navy Blue

FR FIREMAN RECRUIT — FA FIREMAN APPRENTICE — FN FIREMAN

Light Blue Stripes on White or Navy Blue

CR CONSTRUCTION RECRUIT — CP CONSTRUCTION APPRENTICE — CN CONSTRUCTIONMAN

Green Stripes on White or Navy Blue

AR AIRMAN RECRUIT — AA AIRMAN APPRENTICE — AN AIRMAN

Navy Blue Stripes on White or White Stripes on Navy Blue

HR HOSPITAL RECRUIT — HA HOSPITAL APPRENTICE — HN HOSPITALMAN

DR DENTAL RECRUIT — DA DENTAL APPRENTICE — DN DENTALMAN

* TR STEWARD RECRUIT — * TA STEWARD APPRENTICE — * TN STEWARDSMAN

GROUP I DECK

BM BOATSWAIN'S MATE — QM QUARTERMASTER — RD RADARMAN

GROUP II ORDNANCE

GM GUNNER'S MATE — FT FIRE CONTROL TECHNICIAN — TM TORPEDOMAN'S MATE — MN MINEMAN

GROUP III ELECTRONICS

ET ELECTRONICS TECHNICIAN — DS DATA SYSTEMS TECHNICIAN

GROUP IV PRECISION EQUIPMENT

IM INSTRUMENTMAN — OM OPTICALMAN

GROUP V ADMINISTRATIVE AND CLERICAL

RM RADIOMAN — YN YEOMAN — PN PERSONNELMAN — PC POSTAL CLERK

MA MACHINE ACCOUNTANT — JO JOURNALIST — CS COMMISSARYMAN — SH SHIP'S SERVIC

GROUP VI MISCELLANEOUS

LI LITHOGRAPHER — DM ILLUSTRATOR DRAFTSMAN — MU MUSICIAN

GROUP VII ENGINEERING AND HULL

DC DAMAGE CONTROLMAN — MM MACHINIST'S MATE — EN ENGINEMAN — MR MACH

IC INTERIOR COMMUNICATIONS ELECTRICIAN — BT BOILERMAN — SF SHIPFITTER — ML MOLDER

GROUP VIII CONSTRUCTION

BU BUILDER — EA ENGINEERING AID — EO EQUIPMENT OPERATOR — SW STEELWORKER — CE CONSTRUCTION ELECTRICIAN

GROUP IX AVIATION

AD AVIATION MACHINIST'S MATE — AO AVIATION ORDNANCEMAN — AT AVIATION ELECTRONICS TECHNICIAN — AQ AVIA CO

AZ AVIATION MAINTENANCE ADMINISTRATIONMAN — PR PARACHUTE RIGGER — AG AEROGRAPHER'S MATE — AC AIR CONTROLMAN

AM AVIATION STRUCTURAL MECHANIC — TD TRADEVMAN — AB AVIATION BOATSWAIN'S MATE — PH PHOT

GROUP X MEDICAL

HM HOSPITAL CORPSMAN

HM and DT personnel who desire to b program may apply in the area in which qualified. They should, however, realiz for selection with personnel who have h practical experience within that techn personnel are encouraged to participat Corps program. See BuPers Inst. 1120.

GROUP XI DENTAL

DT DENTAL TECHNICIAN

GROUP XII STEWARD

* SD STEWARD

**New design effective mid-1964*

Prepared by ALL HANDS Magazine

OR ENLISTED PERSONNEL

LIMITED DUTY OFFICER PROGRAM

E–9	ENS	LTJG	LT	LCDR	CDR
	O–1	O–2	O–3	O–4	O–5

SM
SIGNALMAN

AN

BURSING CLERK

CATIONS TECHNICIAN

EM
ELECTRICIAN'S MATE

BR
BOILERMAKER

CM
CONSTRUCTION MECHANIC

AX
AVIATION
ANTISUBMARINE WARFARE
TECHNICIAN

PER AE
AVIATION
ELECTRICIAN'S MATE

PT
PHOTOGRAPHIC
INTELLIGENCEMAN

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LDO

The Limited Duty Officer Program (for male personnel only) is the Navy's principal enlisted-to-officer program. To be eligible for LDO you must: (1) Be a U. S. citizen; (2) a PO1 or above, a warrant officer or commissianed warrant officer; (3) have served in pay grade E–6 for one year; (4) be on active duty in the Regular Navy; (5) have completed eight years of service; (6) have not reached your 34th birthday — for appointment as lieutenant (junior grade), warrant officers and chief petty officers of no specified age are eligible in 1963 only; (7) be a high school graduate or possess the service equivalent; (8) meet the prescribed physical requirements; and (9) have a clear record for the past two years. For complete details, see BuPers Inst. 1120.18 series.

Note: Now under consideration are changes that might affect the LDO program. The paths of advancement shown here are effective as of December 1963.

LDO CATEGORY	OFFICER DESIGNATOR	ELIGIBLE ENLISTED RATINGS
DECK (600)	BM, QM	
OPERATIONS (601)	RD, SO, RM, SM	
ORDNANCE, SURFACE (610)	GM	
ORDNANCE, CONTROL (611)	FT, MT	
ORDNANCE, UNDERWATER (612)	TM, MN	
ADMINISTRATION (620)	YN, PN, MA, JO, DM, LI, PC	
BANDMASTER (626)	MU	
ENGINEERING (630)	MM, BT, MR, EN, IM, BR, OM	
HULL (63S)	DC, ML, PM, SF	
ELECTRICIAN (637)	EM, IC	
ELECTRONICS (640)	ET, DS	
CRYPTOLOGY (646)	CT	
AVIATION OPERATIONS (660)	AB, AC, PR, PT	
PHOTOGRAPHY (663)	PH	
METEOROLOGY (66S)	AG	
AVIATION ORDNANCE (670)	AO	
AVIONICS (680)	AQ, AT, AE, TD, AX	
AVIATION MAINTENANCE (68S)	AD, AM, AZ	
SUPPLY (370)	DK, SK, AK, CS, SH, SD	
CIVIL ENGINEER (S70)	CM, EO, UT, CE, EA, BU, SW	

COMMISSIONED OFFICER PROGRAMS AVAILABLE TO ENLISTED PERSONNEL

In addition to the normal path of advancement, the following programs leading to a commission are available to qualified enlisted personnel:

USNA

Unmarried male enlisted personnel of the Regular Navy and Naval Reserve who are high school graduates between ages 17 and 22 and meet all other requirements may attend the U.S. Naval Academy. For complete details see BuPers Notice 1531 and the current issue of the pamphlet entitled "Regulations Governing the Admission of Candidates Into the U. S. Naval Academy as Midshipmen."

NESEP

Enlisted men and women who are high school graduates, are 21 years of age but will not have reached their 25th birthday by 1 July of the year of enrollment, have a combined GCT–ARI scare of 118 and are petty officers (E–4 ar above) on active duty in the Regular Navy or Naval Reserve, may qualify for four years of college under the Navy's Enlisted Scientific Education Program. There are no marital restrictions for this pragram. See BuPers Inst. 1510.69 series.

OCS

Active duty enlisted men and women holding a baccalaureate degree ar higher with a minimum of 120 semester hours may apply for officer candidate training at Newport, R. I. There are no marital restrictions. The age and physical requirements vary. See BuPers Inst. 1120.35 series.

NAVCAD

Unmarried male enlisted personnel between ages 18 and 25 who have successfully completed 60 semester haurs or have 30 semester hours and a combined GCT–ARI scare of 120 and MECH of 58. (Satisfactory completion of the GED test at the college level will be accepted in lieu of 30 semester haurs.) See BuPers Inst. 1120.35 series.

INTEGRATION

Men and wamen applicants must be between ages 19 and 25 (up ta age 30 for certain wamen), have 30 semester hours af college or be high school graduates and have GCT ar ARI scores of 60 or abave. Narmally three years af continuous active duty in the Navy is required. See BuPers Inst. 1120.18 series.

AOC and NAOC

Pilot training—Male persannel between ages 19 and 26 who possess a college degree and are qualified in all ather respects may become Navy pilots through the Aviation Officer Candidate Pragram. There are no marital restrictians. See BuPers Inst. 1120.35 series.

In addition, there is alsa an NAOC (1355) pragram which leads ta a commission in Aviation (other than pilots) far qualified personnel who are between the ages af 19 and 27 and possess a baccalaureate degree. See BuPers Inst. 1120.35 series.

OCAN

Qualifications are same as for the NavCad Program except that applicants may receive constructive service credit up to 36 months for earlier active duty. Provides 13 months af naval aviation observer training.

MSC and NEP

Two aragrams provide advancement appartunities in the medical category. The Medical Service Carps program is open ta HMs and DTs, with and without college degrees. See BuPers Inst. 1120.15 series. The Nursing Education Program provides faur years of nursing training for wamen and a commission in the Navy Nurse Corps. See BuPers Inst. 1120:35 series.

how to earn a commission

Continued from page 47

chief petty officers of no specified age were eligible in 1963 only.

- If enlisted, you must not have had any court-martial or civil court convictions (other than minor traffic violations) for the two-year period preceding 1 July of application year.
- Applicants must be able to meet the physical standards prescribed for original appointment in the Navy for the corps to which appointed.

The LDO selection board (which meets annually) considers the applicant's Officer Selection Battery Test scores and service record, with the record receiving at least equal emphasis. It certainly helps if the record shows you have taken correspondence courses, evening classes, or have done other work to prepare yourself.

Generally, you should apply for the LDO category in your normal path of advancement. When you try for selection in a different category, you will be compared with other men who probably have much more experience in the field than you do. This, in itself, will hurt your chance for selection.

HMs and DTs, however, have no normal path of advancement to LDO. Although they may apply for any category in which they feel they are qualified, they are encouraged to apply for commissions in the Medical Service Corps, rather than in the LDO field. The problem of competing with more experienced men also applies here.

Personnel selected for the LDO program undergo naval orientation at Officer Candidate School. They are appointed ensigns, U. S. Navy (Temporary) before attending OCS. Limited duty officers receive permanent appointment upon being promoted to the grade of lieutenant commander.

Integration Program

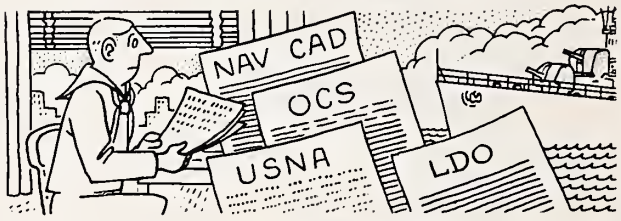
The Integration program offers the opportunity for appointment to commissioned status, in the unrestricted line and staff corps of the Regular Navy, to outstanding junior enlisted personnel, both men and women. This program is restricted to a small, select group (about 50 a year), and selectees compete throughout their careers with Regular Navy officers from all sources.



Competition is exceptionally keen, and on-the-job technical training and specialized training through schools and correspondence courses should be sought by all potential candidates. If otherwise qualified and recommended, candidates take the Officer Selection Battery Tests, and these scores—plus complete applications and service records—go before a selection board. Candidates who are selected undergo 16 weeks of training at OCS before being commissioned.

Prospective applicants must submit special requests to their commanding officers by 1 August to be considered for this program. The current BuPers Inst. 1120.18 series has the details, but here's a rundown:

- ***Requirements***—Eligible to apply are personnel who:



Are warrant officers or enlisted personnel in pay grade E-4 or above in the Regular Navy;

Are at least 19 and under 25 as of 1 July of the calendar year in which application is made (men), or at least 20 and under 25 (women), although requests for waivers will be considered for exceptionally well-qualified women up to 30 years of age upon the recommendation of the commanding officer.

- Normally, three years' continuous active service in the Regular Navy is required.
- Applicants must not have any conviction by court-martial or civil court (other than for minor traffic violations) for two years preceding 1 July of application year.
- Applicants must be physically qualified in accordance with standards contained in the *Manual of the Medical Department*.
- Educational requirements are that an applicant have (1) Successfully completed 30 semester hours of work at an accredited college or university, or have the service-accepted equivalent, or (2) Be a high school graduate or the equivalent, and have a GCT or ARI score of 60 or above, or (3)—if applying for the Civil Engineer Corps—have completed three years of college credits toward an engineering degree at an accredited engineering school.

MSC Program

The Medical Service Corps (MSC) program provides an opportunity for certain college graduates and non-graduates serving as hospital corpsmen and dental technicians to receive appointment in the Medical Service Corps. There are several categories within the MSC to which appointments may be requested, including the Supply and Administration Section, Optometry and Pharmacy Section, and the Medical Allied Sciences Section, which includes 17 specialized categories.

Eligible candidates for this program are considered by the Naval Examining Board at the Naval Medical School, Bethesda, Md. All appointments will be determined according to the needs of the service.

All enlisted personnel applying for the MSC are required to take the Officer Selection Battery Test. A

satisfactory score on the OSB is a prerequisite to participation in the professional exam for the MSC.

Appointments to the Supply and Administration Section are tendered in either a permanent or temporary status. This section is open to men and women who have served within the hospital corpsman or dental technician rating as first class or above for a minimum period of one year prior to the date of the professional examination.

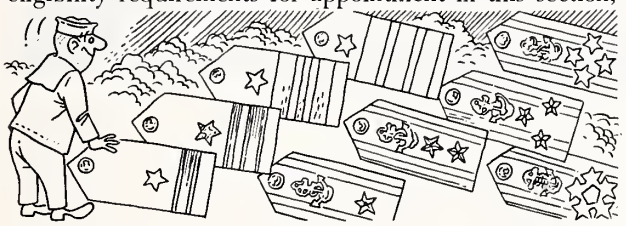
For permanent appointment, applicants must be between the ages of 21 and 32 on the date of appointment. Temporary appointees (men only) must be at least 21 and not have reached their 35th birthday as of 1 July of the year in which appointment can first be made.

• *Requirements*—Applicants must meet one of the following educational requirements for the Supply and Administration Section of the MSC:

Have successfully completed 30 semester hours of work at an accredited college or university or have the service-accepted equivalent.

Be a high school graduate or have the service-accepted equivalent, and have a GCT or ARI score of 60 or over.

For the Optometry, Pharmacy and Medical Allied Sciences Sections of the MSC, baccalaureates are specified in the eligibility requirements. However, a limited number of Regular Navy chief hospital corpsmen and hospital corpsmen first class, serving in professional specialties related to the medical allied sciences categories, who, except for the formal degree, meet all the eligibility requirements for appointment in this section,



and who have demonstrated outstanding aptitude for advanced training in an acceptable specialty, may be considered for waiver of the degree requirement.

Candidates applying under this exception must present evidence of successfully completing a minimum of 30 semester hours, applicable to a degree in the specialty applied for, at an accredited college or university.

Other eligibility requirements differ with the various sections within the MSC. Refer to BuPers Inst. 1120.15 series for detailed information.

Nursing Education Program

The Nursing Education Program (NEP) provides an exceptional opportunity for enlisted women to obtain baccalaureates in nursing and commissions in the Navy Nurse Corps. Selected applicants are discharged from their present enlistment and are reenlisted in the Naval Reserve for six years as Officer Candidate Hospitalmen (pay grade E-3).

They are then enrolled in civilian schools of nursing designated by the Chief of the Bureau of Medicine and Surgery and ordered to active duty as students for the period of instruction required to attain the degree.

They draw pay and allowances (including subs and quarters) and are reimbursed up to $50.00 a year for textbook costs. Tuition and fees are paid by the Navy.

During the final year of instruction enrollees apply for appointment in the grade of ensign, and, if selected, serve a minimum of one year of active commissioned



service for each year of training under the program.

Applications may be submitted to the commanding officer at any time; however, applications must reach BuPers by the first week of January to be considered by the selection board in February. A resume of eligibility requirements follows, but check the current BuPers Inst. 1120.27 series for complete details:

• *Requirements*—To be eligible for application, you must be of such age that upon expected completion of training, and appointment as Ensign, Nurse Corps, Naval Reserve, you will not have reached the age of 29.

Also, you must:

• Be unmarried at time of application and agree not to request discharge by reason of marriage during the period of training or active duty obligation.

• Be a high school graduate with academic standing in the upper half of your graduating class, or have a standard score of 50 or above on each of the five tests in the high school GED test battery and satisfy college entrance requirements.

• Meet the physical requirements for original appointment for women officers contained in the *Manual of the Medical Department*.

• Be an enlisted woman of the Regular Navy or Naval Reserve on active duty, who has been on active duty for a minimum of one year before submission of application.

• Have a clear record, free from any disciplinary action taken as non-judicial punishment or the result of a court-martial and free from any record of civil court conviction, except for minor traffic violations; be of good personal habits and character; be well motivated.

IF YOU'RE A COLLEGE GRADUATE on active duty with the Navy, and you're interested in becoming a commissioned officer, the following programs will be of interest to you. They fall into three categories—the Officer Candidate (OC), for both men and women; the Aviation Officer Candidate (AOC 1395); and the Naval Aviation Officer Candidate (NAOC 1355) programs.

OCS Program

The Officer Candidate School program provides a course of training for selected college graduates leading to commissions as Reserve officers in the line, restricted line or staff corps. Selected enlisted applicants are designated officer candidates within their present pay grades, but not lower than E-2.

AOC 1395 Program

The Aviation Officer Candidate (AOC 1395) pro-

how to earn a commission

gram is geared for selected college graduates who meet the requirements for flight training. Enlisted applicants are designated as Aviation Officer Candidates within their present pay grades, but not lower than E-2. AOCs who successfully complete the four-month officer indoctrination course, if qualified, are commissioned as Reserve officers and, upon successful completion of flight training, are designated naval aviators.

NAOC 1355 Program

The Naval Aviation Officer Candidate (NAOC 1355) program provides training for college graduates who meet the requirements for a Reserve commission in the line within the aviation billet structure. Purpose of this program is to prepare aviation officers as naval aviation observers (NAO), or for weapons systems, air intelligence and maintenance billets, in the categories of radar intercept operator, bombardier, navigator, bombardier/navigator, airborne early warning, antisubmarine warfare, ECM evaluation, maintenance, electronics maintenance, or ordnance. Selected enlisted applicants are designated NAOC 1355 within their present pay grade, but not lower than E-2. Candidates who successfully complete the four-month officer indoctrination course, if qualified, are commissioned as Reserve officers.

- *Requirements*—To qualify, you must:
- Be physically qualified in accordance with standards contained in the *Medical Department Manual.*
- Be a graduate of an accredited college or university with a bachelor's degree.
- Be on active duty at a permanent duty station where you have been serving for at least two months. (Naval training centers for recruits and service schools two months or more in duration are considered permanent duty stations for these programs.)

This requirement does not apply to Naval Reservists whose applications were being processed at the time they were ordered from inactive duty to a training center for active duty. However, Naval Reservists who are ordered to a duty station other than a training center while applications are in process are advised to reapply.

- Have at least six months of obligated service remaining under current enlistment upon receipt of orders to school. If you have less than six months remaining, you are authorized to extend or re-extend your enlistment, but the agreement to extend must be executed before you are transferred to the school.

The current BuPers Inst. 1120.29 series has complete details on the above programs.

facts on sea and shore duty

IF YOU LIKE YOUR JOB, chances are good you will do it well. When possible, the Navy tries to satisfy your job and duty requests.

In the course of your naval career, you may from time to time pull duty with ships or stations you don't request. If you're lucky, you'll breeze along from duty of choice to duty of choice.

In any event, you are ordered to a specific duty station because you are needed there. If you request duty with some ship or station that has need of your skills, if your normal rotation schedule permits, and if you are otherwise eligible, chances are always good that you'll receive duty of choice.

For a better understanding of the Navy's duty assignment procedures, it's necessary to take a look at the over-all picture, then see where you fit in.

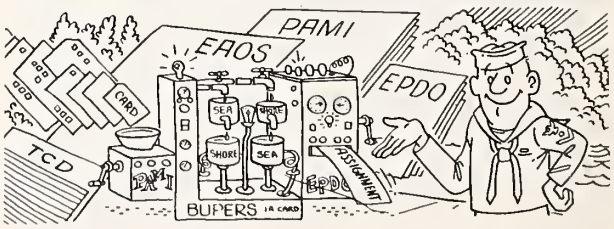
More than half a million enlisted men and women, and 75,000 officers are needed to keep the Navy in operation. The Navy's military and diplomatic commitments throughout the world require the operation and maintenance of more than 3000 activities ashore and afloat, including ships, stations, squadrons, missions and other commands.

Assuring that each naval activity has the right man in the right job at the right time is a complicated task. For enlisted personnel, there are approximately 130,000 shore billets, 325,000 sea duty billets, and 24,000 overseas billets.

Over-all, nearly three-quarters of a million Navy men and women are on active duty at present. This many people cannot be constantly shuffled from billet to billet. Stability—a key word in assignments—must enter into the picture. It means placing you where you are needed, when you are needed, for a reasonable length of time. In this way, administrative functions and operations proceed with maximum continuity.

Most of the misunderstanding concerning Navy rotation procedures seems to be focused on Seavey-Shorvey, the personnel distribution program which governs most enlisted assignments. More Navy personnel receive—and misunderstand—Seavey-Shorvey assignments than any other kind. Therefore, this report is mainly concerned with Seavey-Shorvey. A brief discussion of the policies which govern rotation of officers, Waves, and certain enlisted ratings and special category personnel who do not come under the Seavey-Shorvey process, begins on page 58.

Rotation from sea to shore and back again is essential for most enlisted men. The well-rounded Navyman per-



forms a variety of jobs ashore and afloat. The operation of shore-based Fleet support activities, for example, requires men who have had experience at sea. And, instructor, recruiting, administration, maintenance, and operational billets are other shore jobs that need men with sea experience. The reasons are obvious.

For the most part, the length of your tour of shore or sea duty depends on the ratio of shore billets to sea billets for your rating. In ratings that have more shore billets than sea, the normal tour of shore duty is longer than the time spent at sea. If your rating has more sea billets than shore, you normally spend more time at sea.

To keep the half million enlisted sea and shore billets filled with the right men, and at the same time try to assign each man to duty of choice, the Navy has adopted Seavey-Shorvey, a systematic program of enlisted distribution which lets the Chief of Naval Personnel know at all times exactly where you are, how long you'll be there, and to which general type of duty you will be rotated next.

Shorvey—From Shore to Sea

Shorvey, or shore duty survey, is the *program under which you are ordered to sea duty* after you've completed a tour ashore. The date you are assigned to sea duty depends on your rating and its prescribed period of shore duty. The Navy knows exactly when you, as determined by your rate, will be ready for transfer back to sea.

Approximately one year before you complete your tour ashore the Personnel Accounting Machine Installation (PAMI) responsible for your command prepares and mails to your commanding officer a rotation data card. You are interviewed and fill out a form, indicating your choice of sea duty.

This information is transposed to your rotation data card, which is then returned to the PAMI. Next, PAMI prepares a Shorvey data card from the information on your rotation data card and your individual status card. All this information is transmitted to the Chief of Naval Personnel for storage on a master magnetic tape for future use when a decision must be made on your assignment.

Normally, four months before your shore tour is completed, a BuPers distribution control officer "makes you available" to a Fleet Enlisted Personnel Distribution Office (EPDO) or to a BuPers detailer, with instructions to transfer you during the month your normal tour of shore duty is completed.

When BuPers has decided to which broad area you will be assigned (LANT, PAC, or Bureau controlled), it transmits a copy of the Shorvey 1A card to your CO, confirming transfer month, the number of days you may spend on leave, and the sea duty distributional office which is handling your assignment. This notification normally arrives at your command three to four months before the transfer date.

Meanwhile, the EPDO or Bureau detailer, who also has received the information on your 1A card, plus all your rotation data, is assigning you a new duty station within his jurisdiction. When your new duty station has been determined, an assignment card or letter is prepared and sent to your CO, directing him to transfer you to a specific sea activity for sea duty. At the same time, a copy is also forwarded to your prospective sea duty command, giving your new CO some advance notice so he'll be able to determine which job you should take over when you arrive. You should usually expect word of your ultimate assignment at least one month before transfer time.

Seavey—From Sea to Shore

Seavey, or sea duty survey, governs your *rotation*

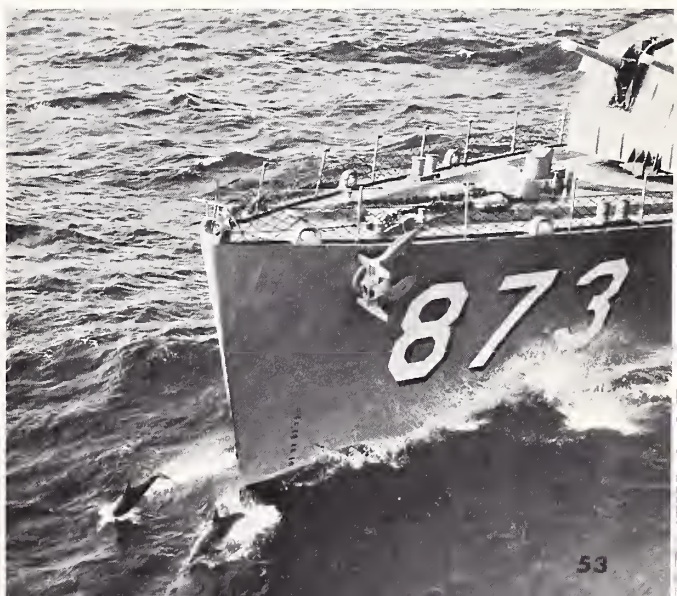


from sea to shore. Under the Seavey, all sea duty personnel are divided into three segments. Once each year, all ratings in each of the segments are surveyed, and a sea duty commencement cutoff date is established for each rating to determine which men should be rotated to shore duty. Your transfer is processed during the same time period as transfers of men of other ratings in the same segment. Those who have been at sea long enough to qualify for their rating's sea duty commencement cutoff dates are placed on the Seavey for transfer ashore.

If you qualify for the Seavey, you will fill out a rotation data card, indicating your choice of U. S. shore duty or, possibly, overseas shore duty, noting any information that may assist the distributor when he makes plans for your next duty station.

Meanwhile, as men are ordered to sea duty under Shorvey, a number of shore billets become vacant. To fill these vacancies, the distribution control officer for your segment selects the senior man of the required rating and pay grade on Seavey who has indicated a preference for the general area in which the vacancy will occur.

If you're the man selected, the 1A card is mailed to your CO indicating the month you will be transferred,



the number of days' leave you may take between duty stations, and the naval district within which you are to be assigned. The EPDO controlling the general area to which you are going then assigns you to a specific duty station. In some cases, the Chief of Naval Personnel will retain authority to assign you himself to a Bureau controlled billet.

Just when you will be transferred by Seavey is determined by your sea duty commencement date (how long you've been at sea) and your active duty base date (how long you've been on active duty in the Navy).

Your sea duty commencement date is the main consideration in the early stages of the Seavey process. The cutoff date determines whether you will or will not be eligible for shore duty during a particular Seavey year.

Your active duty base date is important in later stages of the procedure. When actual assignments are made, men in your rating who have been on active duty longer than you will normally be transferred first.

Below is a roundup of standard overseas tour lengths. Time creditable on your overseas tour begins the month you depart the U. S. and ends when you return upon permanent change of station. Locations indicated by asterisks are areas in which dependents are not permitted. These tour lengths do not apply to attache personnel. Attache assignments are for 24 or 36 months, depending on the countries concerned. Complete listings may be found in BuPers Inst. 1300.26 series.



Shore Completion Date

Of all the changes in Seavey-Shorvey over the years, the one that has generally been the least understood is the *shore tour completion date* process. It's important

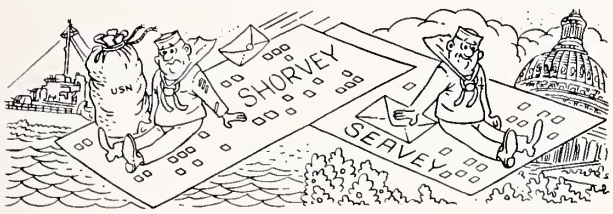
Country or Area	Tour with Dependents (in Months)	Tour Without Dependents (in Months)
Africa and Middle East Area		
Dahomey	24	12
Egypt	36	24
Ethiopio (except below)	24	18
Eritrea (Asmara)	30	18
Mossaua	*	12
Harrar	*	12
Iran (except Teheran)	24	12
Teheron	24	18
Iraq	24	18
Ivory Coast	24	12
Liberio	24	18
Libyo (except Tripoli)	24	12
Tripali	36	18
Mali	24	12
Morocco		
Ben Guerir Area	24	12
Casablanca Area including Nauasseur	36	24
Marrakech Area	30	18
Part Lyautey Area including Baul Hout, Rabat and Rabat Sale	30	18
Sidi Slimane	24	12
Niger	24	12
Pokistan (except Peshawar and Lohare)	24	18
Peshawar	24	15
Lahore)	*	15
Republic of Congo	24	12
Saudi Arabia	18	12
Senegal	24	12
Turkey		
Ankaro, Istanbul, and Izmir	30	18
Adano, Sile, Galcuk, and Karamousol	24	18
Derence, Iskenderum	*	18
Trabzon, Samsun, ond Diyarbakir	*	15
Other oreos	*	12
Palestine, UN Truce Supervisory Organizatian	24	12
Upper Volta	24	12

Country or Area	Tour with Dependents (in Months)	Tour Without Dependents (in Months)
Europe		
Austrio	36	24
Belgium	36	24
Crete	24	18
Corsica	*	18
Denmark	36	24
France	36	24
Germany	36	24
Greece	30	18
Italy	36	24
Molta	24	12
Netherlonds	36	24
Norway	36	24
Portugal	36	24
Sicily, Sigonella	24	18
Spain (except El Ferrol and Cartageno)	36	24
El Ferrol ond Cortagena	24	18
United Kingdom (except Londonderry)	36	24
Landanderry	24	18
Yugoslovio	24	18
Far East and Pacific Area		
Australia (except Alice Springs)	36	24
Alice Springs	24	18
Burma (except Rangoan)	24	12
Rangoan	24	14
Cambodio	24	12
Christmos Island	*	12
Eniwetok	*	12
Guam	24	18
Hawaii	36	24
Hang Kong	36	24
Indio	24	12
Indonesio	24	14
Iwo Jimo	*	12
Jahnstan Island	*	12
Japon (except Wakkanai)	36	24
Wokkonai	24	15
Karea	24	13

that you understand this procedure when first reporting to shore duty.

Under the Shorvey, your tour of shore duty commences the day you report for duty to a shore command. Periods of training in naval schools are not counted as part of a shore tour unless you were already serving on shore duty.

Once your shore duty commencement date is established, the maximum tour for your rate or rating is



determined and a normal tour of shore duty is computed. Then, you are assigned a shore ***Tour Completion Date (TCD).*** This is compared with your ***Expiration of Active Obligated Service (EAOS)*** date, and one of the following situations will exist in your particular case.

- Your TCD and EAOS coincide. If this is the case, you have nothing else to do. Your personnel office will merely record the TCD in your service record and the personnel diary.
- Your EAOS exceeds the normal TCD by one to six months. When this happens, the normal shore tour will automatically be extended to coincide with the EAOS. Again, no action is required on your part.
- Your EAOS exceeds the TCD by seven to 11 months. In this case, you are allowed four months after reporting to shore duty to make a decision. You may reduce your shore tour so you will have one year of obligated service remaining beyond the TCD, or you may sign an agreement to extend your enlistment for the number of months necessary to allow you to complete your rating's normal shore tour and still have 12 months of obligated service beyond your TCD. If you elect to use the four-month period to make your decision, your personnel office will record your TCD as undetermined. However, a firm TCD must be recorded no later than four months after you report ashore.

Country or Area	Tour with Dependents (in Months)	Tour Without Dependents (in Months)
Kwajalein	18	12
Laos	24	12
Midway Islands	18	12
New Zealand	36	24
Republic of the Philippines (except below)	24	18
Balanga area, Bataan, Mindanao, Laoag and Lubang	*	12
Wallace Air Station	*	15
Ryukyus Islands	30	18
Saipan	24	18
Taiwan	24	15
Thailand (except Bangkok)	24	12
Bangkok	24	18
Vietnam	24	12
Wake Island	18	12
North America and North Atlantic		
Alaska		
Aleutian Peninsula and islands west of 162nd Meridian including Adak, Attu, and Dutch Harbor	18	12
Anchorage area including Elmendorf AFB and Fort Richardson	36	24
Big Delta area including Eielson AFB, Ladd AFB and Ft. Wainwright	30	18
Juneau area	24	18
Kenai-Whittier area including Wildwood Sta.	24	18
Fire Island	*	12
Kodiak Island	24	12
Murphy Dome	*	12
Name area	24	12
Point Barrow area	18	12
Azores	24	18
Canada		
Labrador (except Goose AFB)	24	12
Goose AFB	24	15
Metropolitan areas	36	24
Newfoundland		
Argentia	24	18
St. Johns	36	24
Stephenville	30	18
Other areas	24	12
Greenland	24	12
Iceland	24	12
Mexico	36	24
South America and Caribbean Area		
Antigua	24	18
Anguilla	24	18
Argentina	36	24
Aruba	24	18
Bermuda	36	24
Bolivia	24	18
Brazil (except below)	36	24
Fortaleza	*	18
Recife	24	18
Salvador	24	18
Santa Cruz	24	18
Chile	36	24
Colombia	36	24
Costa Rica	36	24
Cuba (Guantanamo)	24	18
Dominican Republic	36	24
Ecuador	24	18
Eleuthera	24	18
El Salvador	36	24
Guatemala	36	24
Haiti	36	24
Honduras	24	18
Nicaragua	24	18
Panama including Canal Zone	36	24
Paraguay	24	18
Peru	36	24
Puerto Rico	36	24
Surinam	24	18
St. Lucia	*	12
Trinidad	24	18
Uruguay	36	24
Venezuela	36	24



• Your EAOS exceeds the TCD by 12 months or more. Once again, you have no action to take.

• Your TCD exceeds the EAOS date. In this situation, you must make a choice. You may have your shore tour reduced so that it coincides with your EAOS, or you may sign an agreement to extend your enlistment so that you will have sufficient obligated service to complete your full tour. You have four months to make your decision in this case also.

You may not agree to obligate your service for anything less than the maximum shore tour, and your EAOS after your extension goes into effect must either coincide with the TCD or give you a minimum of 12 months of obligated service beyond your TCD. Once the TCD has been established and recorded, it will normally not be changed.

But remember, the more time you give the distributors to consider your next assignment, the better the job they can do in giving you duty of choice.

If insufficient obligated service is ever an obstacle in considering you for assignment, you may increase your obligation by reenlisting or extending.

Shore Requests

Keep your areas of preference for shore duty as broad as possible.

Indicate your special qualifications and training.

If you follow these tips, the distribution officer has greater latitude in assigning you—thereby increasing your chances for early transfer—and you will be assigned to a billet which requires your special skills. Here's why:

Once you become eligible for a Seavey transfer and your rotation data card is processed, your name is placed on a list with all other men of your rate who are eligible for the same annual Seavey. For example, if you're a BM1, your name is placed on a list with other BM1s eligible for Seavey transfer during the same segment year.

Your position on the list is determined by your active duty base date—the BM1 who has been in the Navy the longest will be at the top of the list; the BM1 with the least total service will be at the bottom.

Meanwhile, a number of vacancies for BM1s are occurring ashore. At NAS Jacksonville, Fla., for example, a BM1 on shore duty under the distributional control of EPDOCONUS is scheduled to rotate to sea under the Shorvey. NAS Jax is in the Sixth Naval District, so a BM1 shore requirement is generated for 6ND.

Which BM1 on the Seavey list will be picked to fill the Jax billet? The man at the top of the list? Not necessarily.

First, the distribution control officer makes sure there are no BM1s still remaining on a previous year's Seavey. If there are, one of these men will get the Jax assignment. If not, the control officer takes the current BM1 list, and, starting at the top, reviews each data file.

If the BM1 at the top of the list had indicated a preference for duty in 6ND, he would receive the assignment. Or, if he had indicated "Anywhere east of the Mississippi," or "Anywhere U. S." for his duty choice, his selection for 6ND would be justified. Had he indicated preference for any of these, he would receive the Jax assignment. Had he limited his shore duty choice to some specific naval district or station, other than Jax or 6ND, the assignment officer would work down the list until the senior person who had requested Jax, 6ND, anywhere east of the Mississippi, or anywhere U. S., could be found.

Thus, it's easy to see how a broad area of preference, such as "Anywhere east of the Mississippi," enhances early rotation from sea to shore. If you are anxious to be transferred ashore, don't limit your choice of duty to some specific locality.

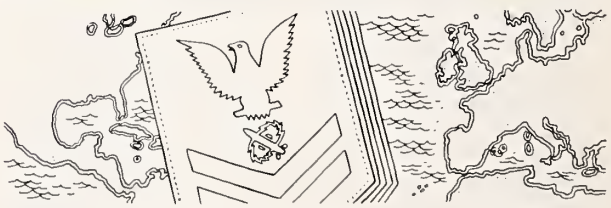
From Ship to Overseas Shore

Many overseas shore duty billets could be promptly filled by men serving on shipboard sea duty who are eligible for Seavey transfer. The policy on overseas shore assignments amounts to this: Those on sea duty (Seavey) who request overseas shore duty will get first choice when overseas billets are available.

Many men who would like overseas shore duty assume they aren't eligible. Those on sea duty who request overseas duty are put on a waiting list if no appropriate billet is available immediately. Then, if nothing opens up within 12 months, those on the waiting list are transferred to general shore duty when possible.

Obligated Service

Many men who complete standard overseas tours do not understand why they receive 14-month extensions of duty. The explanation: Men on overseas tours and on



each new Seavey segment who do not have 12 months of obligated service from the month the overseas tour expires, will be extended on sea duty and may be reassigned. You should remember that you are usually considered for assignment four months before rotation date. If the required obligated service for a short tour is not indicated at that time, the 14-month extension is applied. This status does not change if the obligated service is later acquired. You may also be extended at

sea if no billet for your rate exists ashore during the month of your sea tour completion.

If you're on shore duty, you do not submit a rotation data card for transfer to sea unless you have 12 months of obligated service remaining after your tour completion date. If you intend to ship over or extend, you should make your intentions known and get your duty preferences into BuPers *as far in advance as possible.*

Orders to sea are normally issued four months before



transfer month. Those who are placed under orders with a shorter lead time do not get as much consideration of their preferences as those with normal lead time.

Seavey - Shorvey Extensions

If, for some reason or other, you don't wish to be transferred, what are the chances you will be granted an extension of duty at your present command?

If you're on shore duty, an extension of your tour is considered on the basis of urgent manning or humanitarian problems. When you receive your Shorvey rotation data card you may request that your shore tour be extended for a specified period, but you must fully justify the request and your rotation data card must be completed and returned to the PAMI on schedule. If the extension is not granted, you will be notified by letter.

If you wish to extend your time at sea, your request should be based on a desire for arduous sea duty, or personal hardship. Your request for extension on the basis of personal hardship must include substantiating affidavits. And, you may request arduous sea duty if you have completed one year of your present shore tour, agree to obligate your service for 24 months from date of transfer, and such transfer is in the best interests of the Navy.

Often it becomes necessary to extend involuntarily the sea duty of some men. For example, if you are serving on overseas shore duty, you must be moved in the month your tour of overseas duty is completed. Since there are not always enough U. S. shore vacancies to accommodate all the men who complete overseas tours, it may be necessary to reassign you to sea duty —your time at sea being extended for 14 months. And, if you have insufficient obligated service for Seavey transfer, and you elect to leave your sea duty command when your hitch has been completed and reenlist at a receiving or recruiting station, you would be temporarily removed from Seavey and extended on sea duty until the next annual submission of rotation data cards for your segment.

Also, if you are transferred to a new construction ship, your time at sea would be extended to permit one year on board after the commissioning date. And, if you are a key man in your ship's organization and your transfer without relief would significantly affect your unit's operational capability, your commanding officer could request an "operational hold" for any period up to six months. There must, however, be an urgent need for your continued services.

If you are assigned to overseas duty, you'll normally be expected to serve only the standard "with dependents" or "without dependents" tour for the area concerned (see overseas tour lengths, p. 54). Extensions are granted only in unusual and well substantiated cases which are deemed in the best interests of the Navy.

When extensions are granted, they are for a maximum of one year. Your CO must endorse your request, indicating you are psychologically and physically adapted for additional duty in his area. The Chief of Naval Personnel and appropriate Enlisted Personnel Distribution Office have the last word on your request.

One of the most important documents maintained by your ship or station is the monthly Enlisted Personnel Report, known as the 1080-14M. Among other things, this report lists your Seavey-Shorvey status, tells you where you stand for rotation purposes, and could be a valuable transfer status information tool.

Before you make an expensive telephone call to the Bureau for information, check this report. Often the Bureau cannot provide you with additional information. And, if you expect to be transferred but don't receive orders on schedule, check the 1080-14M for the reason. Perhaps you have insufficient obligated service. If you do, the report will so indicate.

The Enlisted Transfer Manual (NavPers 15909) is the official guide to the Seavey-Shorvey program, and explains in detail many points that may be peculiar to you or your rating. Assignment procedures for recruiting duty, instructor duty, overseas shore duty, submarine duty, service schools, and various special rotation policies are all spelled out in the *TransMan.*

Other Assignments

Men in the CT, MA, MU, and TD ratings, AGC's, aviation pilots, TAR personnel, and those designated limited duty category L-5 and L-6, come under the direct rotational control of the Chief of Naval Personnel or CO, EPDOCONUS, and are not included in the Seavey-Shorvey procedure.

For the most part, men in these ratings and special categories are assigned on the basis of ship or station needs for the skills concerned. All have a chance to let their individual detailers know about the duty they desire. Every effort is made to assign these men to duty of choice, providing, of course, there is a need for their services at the ship or station requested, and other considerations such as special eligibility requirements for specific type of duty desired are met.



facts on sea and shore duty

Officer Assignment

As a United States naval officer, your duty assignment is based on your professional performance, billet requirements, individual preferences and qualifications and career needs. The chances you will be assigned to duty of choice are good providing, of course, you qualify by previous experience, and your professional performance warrants such an assignment.

General information concerning officer assignment and rotation can be found in the *Officer Fact Book* (NavPers 15898), a copy of which is available at all ships and stations. Below is some general information on normal rotation policies, with a more detailed look at the procedures used for assigning surface and aviation junior officers.

Surface Officers (11XX)

Many doubts concerning the rotation/assignment of surface ensigns and lieutenants junior grade could be clarified by referring to the latest BuPers Inst. in the 1301.33 series. The current assignment procedure for LTJG and ENS is described in this directive.

Assignments for junior line officers are strongly influenced by the need for personnel qualified at sea. Thus, assignment to sea duty of all newly commissioned code 11XX officers is a practice followed to the greatest extent possible.

Exceptions to this rule sometimes occur, owing to the number of officers needed by shore activities, the number of officers on active duty for only two or three years, and the limited number of USN officers, particularly lieutenants. Many billets assigned to higher grades must be filled with LTJGs and ENSs.

• *LTJG, ENS (1100)*—If you're commissioned as a code 1100 officer, and not ordered initially to submarine or flight training, you should plan on approximately four years of shipboard duty at the outset. This gives you the maximum opportunity to gain experience, and helps you qualify for command at a future date. You normally spend about two years (standard tour length) on board your first ship.

Early assignment to a lieutenant's billet (department head, for example) is a professional advantage. If you become qualified for such a position of higher responsibility, and a billet vacancy exists, your tour on board your first ship would be extended for an additional year. If no such vacancy exists you would probably be reassigned to another ship for two more years.



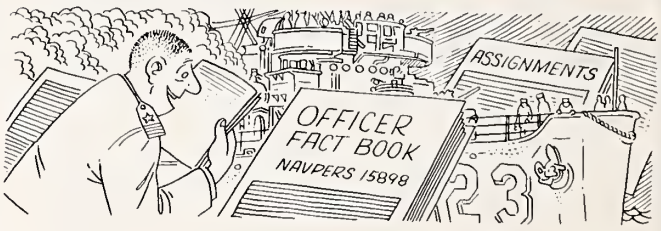
If you're serving your second tour afloat you could be ordered to an executive officer's billet in a smaller type ship, or to a staff billet afloat, including assignment as an aide.

If you wish to extend your first operational sea duty beyond five years, you may do so only if the Navy's needs permit no alternative. For example, there has been a shortage of LTs and LCDRs to fill shore vacancies.

As already pointed out, your first assignment at sea is normally for four years. However, if your professional performance warrants and you have served three years on the same ship, the last year being in a LT billet, and you are qualified as an OOD (Fleet), you may be eligible for duty as an NROTC or Naval Academy instructor, or possibly for aide duties or postgraduate school.

If you serve the full four- to five-year tour at sea, your first shore tour will be for two years. Postgraduate school, billets at training activities, duties in bureaus and offices of the Navy Department, and other shore billets are all possibilities. (Although your first shore tour is normally for two years, certain postgraduate training may extend it to three years.)

• *Submarine (11XX)*—During the early part of your career you may request submarine training if qualified. You should remember that junior officers must have the academic background required for nuclear power training before they can be selected. Upon graduation from submarine school or nuclear power training you can expect at least three years on board subs. Submariners are normally eligible for shore duty after four and one-half years of commissioned service, or after completing three years in operating subs. As in the surface Navy, assignments are based on service needs and your professional performance, qualifications, and personal desires.

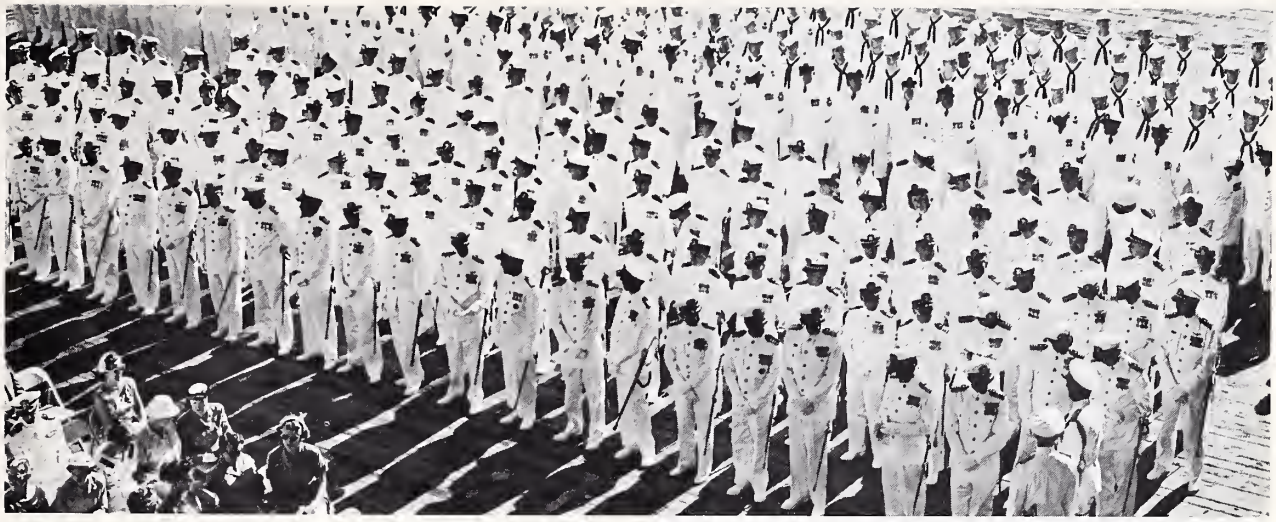


• *Surface Line (6XXX)*—Limited Duty Officers are assigned to ships and activities for duty in their specialties. The Navy attempts to assign LDOs to primary duties consistent with their technical ability and experience.

Surface line LDOs are normally assigned to unrestricted line billets. Since no billets are written specifically for LDOs, the prime consideration is the individual's qualification.

Normal rotation for an LDO is 24 to 36 months at sea and ashore, depending on the officer designator. In cases where the LDO works up to department head or some equally responsible staff billet, he may be toured an additional year.

• *LTJG, ENS (1105)*—Assignments for Reserve Offi-



cers are based on professional performance, requirements, special qualifications, individual preferences, and expressed career motivation.

If your first assignment is to sea duty and your obligation is for three years, you are tentatively scheduled to remain in the assignment for two years. Exceptions occur if you have attended special schools such as Communications, CIC, or DCA, and when you qualify for a LT billet or position of equal responsibility. If so, you can plan on a three-year tour in your initial assignment. (If you're qualified for a LT billet, but cannot fleet up on board your present ship, you would be reassigned to another ship of the same type, or to a shore or staff billet which requires sea experience and qualifications.)

If you're assigned to shore duty initially and desire sea duty, after one year at your shore station you may submit an official request, indicating your duty choice. If necessary, you should agree to extend for a normal two-year tour, upon completion of any schools en route to your next duty station. Such requests are usually granted to afford you the opportunity to qualify at sea.

• *Extension, Augmentation (LTJG, 1105)*—If you desire a career or the rotation of duties which would provide a background comparable to that of your USN contemporaries, you may, upon completing 18 months of active duty, apply for augmentation (BuPers Inst. 1120.12 series). Also, you may apply for an extension of your active duty after completing your obligated service. For assignment purposes, officers extending for sea billets or applying for augmentation are considered as code 1100 officers and assigned accordingly.

If you extend for shore duty after completing a two-year tour, you would not be considered "career," since your short time at sea would not allow for sufficient qualifications to compete with your contemporaries for career assignments. Reserve officers are considered for postgraduate education in accordance with their educational year group.

• *Obligated Service (1105)*—If you're USNR, and serving on basic obligated service, before you can be reassigned you must have sufficient obligated service to make the transfer economically feasible. For assignment to a ship, particularly one of a type in which you've never had experience you must normally have sufficient obligated service to complete two years on board. This is in addition to any schooling that may be required before reporting.

For assignment overseas, you should have enough obligated service to complete the prescribed tour of duty for the area concerned (see p. 60). Any time you have insufficient obligated service for reassignment, you should include in your change of duty request, or indicate on your preference card, an agreement to extend for the required period of active duty if assigned as requested. Details concerning requests to remain on active duty beyond normal obligations may be found in BuPers Inst. 1926.1 series.

Rotation Procedures (11XX-13XX)

Rotation patterns are determined on the basis of billet location. The Chief of Naval Personnel attempts to provide all officers with maximum advance notice concerning new duty assignments.

Approximately four months before your normal reassignment date your records are reviewed, your duty and school preferences are noted, and the officer situation in the particular ship or station is studied in detail. Special attention is placed on such items as your record



of performance, prospective losses and assignments, and operating schedules.

Only after all the factors are considered will your next assignment be determined. Normally, you can expect word on your new duty station approximately two months before transfer date.

• *Preference Card (11XX-13XX)*—Whenever you expect reassignment you should advise the Bureau of Naval Personnel of your duty and location choices by means of the Officer Preference and Personal Information Card (NavPers 2774, latest revision).

This card is an important part of the detailing records maintained at the Bureau. No assignment is made without reference to it. With this card, your personal wishes and problems are brought to the attention of the appropriate assignment officer.

You should make a conscientious effort to fill out the card completely, and submit it promptly to the Bureau each time a change in conditions may affect your next assignment. Changes in duty preferences, dependency, additional education or schools completed, should all be reported. You should also indicate your desire for an additional tour on the NavPers 2774.

• *Courses of Instruction (11XX-13XX)*—As part of your career planning, and if called for by various factors, including the needs of your next duty station, LTJGs are ordered to various courses of instruction in fleet and other schools while en route. Since schools convene on specific dates, your availability and the school convening must be compatible. If you wish to be considered for certain courses of instruction between duty stations, it is appropriate to make your desires known in the "Remarks" section of your preference card.

Aviation Officers

The policy on assignment and rotation of aviation officers is described in BuPers Inst. 1301.35 series. This directive also lists revised aviation officer tour lengths.

Upon completion of flight training, or training for any job you perform as an aviator, you will normally be assigned to a squadron in which your qualifications are required.

You can plan on staying with your first seagoing squadron for a full three years after CRAG type training, with modifications if it is an overseas squadron.

Aviation officers initially assigned to land-based non-ASW squadrons (VW, VR, VQ, VU, HU) can expect a three and one-half year tour, modified as required by overseas tours. However, you may request rotation to another type squadron after a minimum of two years in your first assignment, or upon completion of an overseas tour, whichever comes first. The following tour is normally for two years, upon completion of en route training, but the total sea tour does not normally exceed five years.

Requests for rotation during your first sea tour should be forwarded to the Chief of Naval Personnel via your commanding officer and appropriate type commander. If you're in a VR squadron, your request should be forwarded via the type commander of the squadron being requested.

Your transfer request should be reasonable. For example, you should not expect transfer to a jet squadron if you have had no jet training or experience. Requests are considered on the basis of your aircraft qualifications and performance record, plus the effect of the transfer on operational readiness, availability of billet requested, and training necessary to fill the billet requirement.

First Sea Tours For Aviators

HERE'S A ROUNDUP of overseas tour lengths and rotation schedules for first sea tour aviation officers assigned to squadrons homeported overseas.

All tours shown are in months. First tour aviators who are assigned to squadrons based in the continental U. S. may be rotated to an overseas squadron for the tour lengths indicated, provided the entire sea tour does not exceed three and one-half years and the officer remains in the same type of squadron he was first assigned.

Location	With/Dep	All Others	Rotate to
Howoii (Except VW)	36	36	CONUS ShorDu
Hawaii (VW)			
a. Straight tour	36	36	CONUS ShorDu
b. Midway Rotation (accompanied by Dep)	18 to 24 Howoii followed by 18 Midwoy	12 Hawaii followed by 12 Midway	With Dep: CONUS ShorDu Without Dep: CONUS sqd until RAD or completion appropriate seo tour
Jopon	36	36	CONUS SharDu
Okinawa	30	24	CONUS sqd until RAD or completion oppropriote seo tour
Philippine Is.	24	24	CONUS sqd until RAD or completion appropriate seo tour
Guam	24	24	CONUS sqd until RAD or completion oppropriate sea tour
Argentio, Nfld.	24	18	CONUS sqd until RAD or completion appropriate sea tour
Bermuda	36	36	CONUS ShorDu
Guantonoma Bay, Cuba	24	12	CONUS sqd until RAD or completian appropriate seo taur
Puerta Rica	36	36	CONUS ShorDu
UK, Itoly, Spoin	36	36	CONUS ShorDu

Thereafter, sea tours for aviators through the grade of LCDR are approximately four and one-half years. This tour is split between a billet on a ship, staff, or overseas, and a squadron.

Shore tours for aviators in grades LT and LCDR are normally three years in length. Exceptions to this may occur when you attend certain schools, including undergraduate, service college, or postgraduate training.

Commanders and above are rotated between sea and shore as required to satisfy Navy needs and the professional development of individual officers.

After your first sea tour, an assignment to a squadron based overseas will normally be for the same tour period specified for first tour aviation officers (see Aviator Rotation table, p. 60). Such tours, however, are usually not less than the tour lengths "with dependents" for any particular area. BuPers Inst. 1300.26 series outlines the tour lengths for activities other than aviation squadrons based overseas, and gives the guidelines for rotation, including overseas movement of dependents and household effects. Deviation from this policy is made by the Chief of Naval Personnel as service needs and career interests dictate.

If you're coming from an isolated overseas location where the tour length is two years or less, you will normally be assigned to a Fleet activity homeported in the continental U. S. before rotation ashore.

Incidentally, it is not the policy to order an officer to a tour at an isolated overseas location immediately after he has completed a three-year tour with an operational squadron. You could, however, request such duty. The Chief of Naval Personnel often approves such requests.



assignment of waves

Assignment of Waves

Enlisted women are assigned primarily to stations within the continental United States, though some are assigned overseas in selected locations which have suitable quarters. Except for a few Bureau controlled billets afloat on dependent-carrying ships of the Military Sea Transportation Service, enlisted women are not assigned to sea duty, and are not subject to sea-shore rotation policies.



Each enlisted woman is given the opportunity to make clear her choices for duty assignment. Requests for specific stations and areas are often granted. A billet vacancy must exist at the station requested, of course, and the Wave concerned must have sufficient obligated service and otherwise be eligible.

Three years is the normal tour of duty for Waves in one naval district, river command or Fleet shore activity within the continental U. S., except in special assignments. (Those on their first four-year enlistment, or extended three-year enlistment, may request reassignment within the same river command or naval district after completing 24 months of a normal tour.)

Enlisted women stationed overseas serve the standard area tours that apply to enlisted men. Those assigned to MSTS ships normally serve 24-month tours.

Each time a Wave completes a normal tour of duty, she is reported on the "Wavevey" for transfer if she has sufficient obligated service. Wavevey is the term used to identify the administrative procedure under which women completing tours of duty are reported for assignment. The Wavevey gives every woman an opportunity for a fair share of the duty she considers desirable, and allows for planned reassignment. Waves are rotated between naval districts, geographical areas and types of activities in order to provide them with experience and training. (Certain rates, ratings and categories of enlisted women are not included in the Wavevey procedure. These include AC, CT, MA, TD,

AGC, and certain USNR personnel serving on active duty.)

With the exception of the TD and MA ratings, which are controlled by the Enlisted Personnel Distribution Office, continental U. S., all assignments for enlisted women are controlled by the Chief of Naval Personnel.

For reassignment, Waves serving overseas and on board MSTS ships must have one year of obligated service after their tour completion date (TCD).

Ashore, the TCD is automatically established as three years from date of reporting to the shore activity, provided you have at least 12 months' obligated service beyond the normal TCD. If you have less than 12 months' obligated service beyond the normal tour, your



TCD is recorded at the same date your enlistment expires.

The TCD for overseas or special duty tours is established according to the length of the tour prescribed for the duty and area in question. Those on overseas duty with less than four months' obligated service beyond the normal tour are assigned a TCD that coincides with the expiration of active obligated service (EAOS).

Women must normally have minimum periods of obligated service at time of transfer, or agree to extend or reenlist to gain the necessary obligation, as follows: 12 months for duty within CONUS commands and Fleet activities; 24 months for general overseas duty and MSTS duty afloat; and 24 to 36 months for attache duty.

If you have insufficient obligated service for transfer, and your TCD is within the time period under survey, you may agree to reenlist or extend.

The tour of your CONUS shore duty may be extended for one year if you have at least that much obligated service remaining after completing the tour as extended. However, once a routine transfer is ordered, extension will not normally be granted. Therefore, your request for extension should be submitted as early as possible to insure its processing before a transfer directive is issued.

Usually extensions beyond a normal tour of overseas duty are not authorized, owing to the small number of such billets available, and the large number of Waves who have requested assignment to this type of duty.

In any event, approximately nine to 12 months before your tour completion date the PAMI responsible for your activity prepares a rotation data card for you if your obligated service is sufficient for transfer. You are interviewed and fill out the card, indicating your duty preferences.

If you are found to be eligible for rotation, you are recorded on the Wavevey. Then, four to six months before rotation month, you are told whether you have been made available for assignment to EPDOCONUS, EPDOLANT, EPDOPAC or BuPers, and the month of transfer and amount of leave you may take en route to your new duty station. The EPDO or BuPers detailer then assigns you to some specific activity.

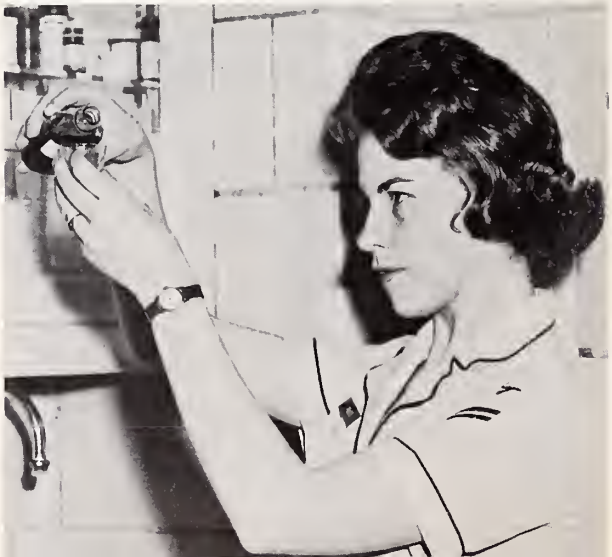
The following types of special duty assignments are available to enlisted women:

- *Overseas duty in Europe*—Billets for petty officers only (24-month tours).
- *Hawaii*—24-month tours for all.
- *Attache*—Two- to three-year tours for YN, DK, and SK personnel in grade E-6 and above.
- *MSTS duty afloat*—Hospital corpsmen only, grade E-6 and below (24-month tours).
- *Recruiting duty* at main recruiting stations—Petty officers of all ratings (36-month tours).
- *Recruit Training Center* (W), Bainbridge, Md.—All ratings (24-month tours).
- *Wave Barracks Master-at-Arms*—Petty officers E-5 and above in all ratings (24-month tours).

For all special assignments, Waves must meet specific eligibility requirements listed in Chapter 14 of the *Enlisted Transfer Manual.*

Every attempt is being made to assign each Wave petty officer to one tour of duty in the field of supervision and training sometime during her career, as service needs permit. Such "leadership" billets include master at arms, recruiter, and staff, recruit training command (women). Petty officers who have not been assigned such duty in the past are automatically considered for leadership billets upon completion of normal tours. Preferences for the type of leadership duty you desire should be indicated on both the rotation data card and the Enlisted Evaluation Report.

Waves in ratings not included on the Wavevey should review Chapter 14 of the *Enlisted Transfer Manual* (particularly paragraphs 14.52 and 14.53) before submitting preferences for leadership billets.



education and training

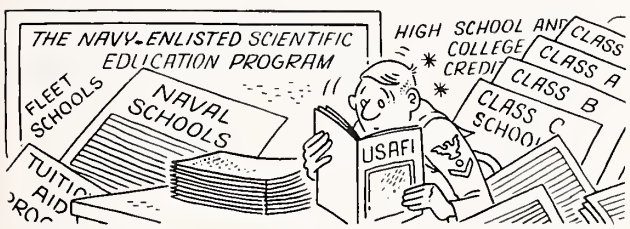
People in all walks of life, Navy or otherwise, usually get ahead when they take advantage of their educational opportunities. These opportunities are plentiful in the Navy.

Whether you're a boot recruit or a CPO, a brand new ensign or a high ranking naval officer, there are Navy schools, courses, and on-the-job training programs that will further both your education and your naval career.

For a brief look at the educational opportunities available to the Navyman, read on.

Educational Opportunities for Enlisted Men

Recruit training, the first step taken by a new Navyman, gives a basic knowledge of naval subjects such as



seamanship, terminology, discipline and regulations.

No matter whether the training comes from books, salty company commanders, or your own experience, it may be listed as education. In about nine short weeks at a Naval Training Center you have been transformed from civilian to sailor.

Let's assume that you go from boot camp to a ship. After reporting on board you will begin to learn how your ship is organized and some of the finer points of shipboard life. One of your first assignments will be a study of the watch, quarter and station bill and the ship's organization chart.

After a few weeks, you will become accustomed to shipboard routine and start studying for Seaman. When you have successfully passed this test, you can decide what rating you want to strike for and start studying for third class.

Navy Training Courses

By the time you are ready to go up for third class you will have become acquainted with Navy Training Courses. You will already have studied the one titled *Seaman* or *Fireman,* or a similar course. These are comprehensive, compact, paper-backed books written as training aids for the rate you hope to earn.

The Chief of Naval Personnel has a group of writers and technical specialists to prepare courses for new ratings and keep the courses up to date.

These Navy Training Courses may also be studied in connection with Enlisted Correspondence Courses, which provide a study program enabling you to keep up with your rating and to qualify for advancement.

Naval Schools

Throughout the Naval Establishment there are many specialized schools and courses to meet the Navy's demands for men trained in diverse skills and occupations.

These schools cover a range of courses from basic instruction to highly advanced work.

There are several hundred naval schools scattered throughout the United States. Here are some of the personnel they train: Disbursing clerks, drivers, electronics technicians, enginemen, opticalmen and instrumentmen, journalists, personnelmen, radiomen, steelworkers, commissarymen, instructors, deep sea divers, sonarmen, minemen, hospital corpsmen, dental technicians, aviation electronics technicians, aviation ordnancemen, and aviation electrician's mates.

Naval schools also teach such subjects as teletype maintenance, welding and guided missiles. They are divided into several classes:

- *Class A schools* are, in general, designed to provide the basic technical knowledges and skills required to prepare personnel for the lower petty officer rates.
- *Class B schools* are set up to provide the advanced technical knowledges and skills required to prepare personnel for the higher petty officer rates.
- *Class C schools* and courses are designed to train enlisted personnel in a particular skill or technique.
- *Functional schools* provide training, often in a group or team situation, in the performance of specialized tasks or functions which are not usually taught to enlisted men or officers in the course of their professional training. In addition, these schools provide training on weapons of new or advanced design which have not reached widespread Fleet usage.
- *Factory training* provides instruction at the civilian factory in new technical material for both operators and maintenance personnel.
- *Fleet schools* provide refresher and team training, usually to members of ships' companies.
- *The Navy Enlisted Scientific Education Program* (NESEP), for active duty enlisted men and women under 25 (E-4 and above), qualifies you for an un-



restricted line commission after an uninterrupted four-year education in a designated college or university (see page 46). You earn a baccalaureate in one of the fields of science or engineering, after which you are ordered to Officer Candidate School or Pre-Flight School for training leading to a commission in the Regular Navy. Potential for a successful career as a commissioned officer is the primary consideration in the processing, interviewing, recommendation and selection of candidates for NESEP.

Your selection for a Navy service school depends upon many factors—your rate and rating, your time in service and the school you want to attend. For more detailed information on service schools, check with the personnel office for a look at the *Catalog of U. S. Naval Training Activities and Courses* (NavPers 91769-F), *The Naval Air Technical Training Bulletin*, and BuPers Instructions in the 1500.25 series (which contain convening dates for classes). These are available from your ship's office, the training officer, or the I & E officer at your duty station.

Other Training is Available

Once you have decided that you are going to make the Navy a career, you can look forward to going up for PO1 and chief. Because the competition gets tougher then, the thing to do is be better prepared than those with whom you are competing. But, you may decide that you want to do more than study for promotion. You'll find that you can finish your high school education or even go to college without leaving your ship or station. To do this you start out by talking things over with your I & E officer and filling out an application.

The application goes to the United States Armed Forces Institute, an organization keyed to the serviceman's needs. USAFI has scores of high school and college correspondence courses available to military men. The institute also has a working agreement with certain colleges and universities to supply courses to servicemen.

U. S. Armed Forces Institute

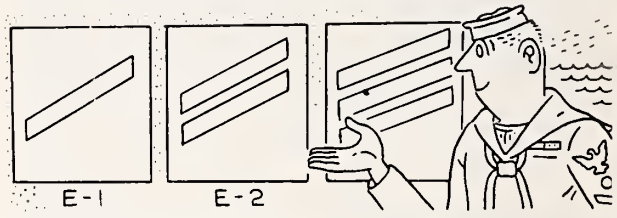
Here is a general summary of what USAFI offers Navymen:

• *USAFI Correspondence Courses* — For correspondence course study USAFI will provide text material, a study guide, and a supply of paper and envelopes. After you study the text, you prepare a series of lessons to be mailed to the nearest USAFI. An instructor grades each lesson and offers suggestions or guidance to help you over the rough spots in the course. With few exceptions, all correspondence courses have end-of-course tests to be taken when you have finished the lessons.

• *Group Study Courses* — These are conducted in much the same way as a formal school course—with an instructor and regularly scheduled classes. Any course may be taught by this method when there are enough students and your ship or station has the facilities.

• *Correspondence Courses Offered by Participating Colleges*—USAFI course offerings are supplemented by many courses from colleges that have contracts with USAFI. These courses are made available to uniformed personnel for about half their normal cost. They are similar to the USAFI correspondence courses in content and lesson procedure. Following enrollment, however, all correspondence takes place directly between you and the college or university.

The list of courses available through USAFI is too long to publish here, but your I & E officer has all the information and necessary application blanks. Just to give you an idea of the diversity of the courses, here



are a few picked at random: Business Management, Aeronautics, Beginning French, Industrial Electricity, Blueprint Reading, Journalism, English Literature, Fundamentals of Radio, Sheet Metal Drafting, Psychology, Refrigeration and Physics.

High School and College Credits

It is possible for you to receive high school or college credits for your Navy training and experience.

For example, in addition to the end-of-course tests for courses mentioned above, USAFI offers a testing service for: Comprehensive examinations for the measurement of general education development (high school and college level GED tests); achievement tests for the elementary grades; and subject standardized tests.

It should be noted that neither USAFI nor the Navy can give civilian academic credit for USAFI courses and tests. It is the responsibility and privilege of civilian high schools, colleges, and state departments of education to determine the amount and kind of civilian credit given, if any, for in-service education.

Certain schools do grant credit, however, for USAFI courses and for formal service school training. The Commission on Accreditation of Service Experiences of the American Council on Education (CASE) maintains an advisory service to assist civilian educators in evaluating in-service educational experience by recommending credits for USAFI courses, tests, and service schools. Your I & E officer will help you write to your school concerning accreditation matters.

Regardless of the course you take, the Navy recognizes all USAFI courses and tests for credit as recom-

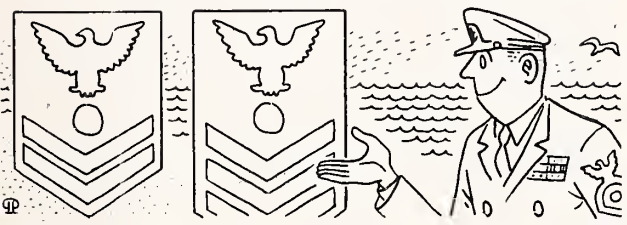


mended by CASE. Also, your service record contains a running account of your educational accomplishments.

The Navy uses your educational record in much the same way as any other employer would—settling placement problems, selecting further training you will receive, and deciding on promotions (particularly from enlisted to officer) on the basis of your education and experience.

USAFI courses, texts and examinations can be very helpful in preparing for officer selection exams and for specific training programs. For example, certain USAFI courses are recommended for study in connection with the Integration, LDO, Warrant Officer and NESEP selection examinations, the preliminary examinations for the Naval Preparatory School, and for individuals assigned to the Nuclear Power School. If you're preparing for an officer selection exam, your I & E officer can help you decide whether a review of several USAFI texts might be the best procedure, or whether it would be advisable for you to enroll in a specific USAFI course.

The USAFI enrollment fee is reasonable—only $5. You must be USN or USNR on at least 120 days' active duty. Initial enrollment is limited to one course; upon satisfactory completion you may enroll in a maximum of two courses at a time without additional charges. No



restriction is placed on the number of courses you may take. So, the door is open. All you have to do is walk in.

Tuition Aid Program

For naval personnel (officer or enlisted) stationed near accredited colleges, universities or junior colleges, or having access to branches of such institutions, the Navy will pay three-quarters of the cost of tuition (up to a limit of $13.50 per semester hour) for courses taken in off-duty time at one of these schools.

Courses for which financial assistance is provided are limited (with some exceptions) to seven semester hours per semester. They must also contribute to the improved performance of duty, or the professional capabilities of the individual or to the qualifications for a baccalaureate, or to his foreign language proficiency. Officers who participate must agree to serve in the Navy for two years after completion of the course. For more info see your educational officer or BuPers Inst. 1560.10 series.

Enlisted Correspondence Courses

Should you decide that instead of college credit you want more knowledge about the Navy, you can turn to a Navy outfit, the U. S. Naval Correspondence Course Center. The center has hundreds of courses that you may take, either within your rating, or for general information.

All enlisted personnel, whether on active or inactive duty, may apply for the courses, which are intended to help a man prepare for his job and for advancement in rating. Successful completion of a Correspondence Course is only one way of meeting the requirement for



studying Navy Training Courses. Individual commands have the authority to examine a man on his Navy Training Course and to certify that he has completed it. He is not required to complete a correspondence course.

If you want to take a course (and are on active duty) see your division officer or your education officer and ask for Form NavPers 992, *Application for Enrollment in Correspondence Course*. If the course is to be graded by the local command, apply on Form NavPers 231.

These applications should then be sent to the U. S. Naval Correspondence Course Center, Naval Supply Depot, Scotia 2, N. Y., via your CO.

training for officers

ALTHOUGH IT'S GREAT to have experience, the modern Navy can't run on experience alone. Many training programs and numerous schools have been set up by the Navy to give officers the training they need to supplement experience. From ensign to admiral there are schools to attend and lessons to learn.

The number of courses and schools available to officers is much too great to permit listing each of them. However, here's a brief description of the various types of courses and schools. The educational opportunities mentioned above, concerning *Armed Forces Institute* (USAFI) courses and facilities and the Tuition Aid Program are also available to officers.

Functional Training Courses

Functional schools are available for the training of officers, often in a group or team situation, in the performance of specialized tasks. They also provide training in the use of weapons of new or advanced design which have not reached universal Fleet usage.

Some examples are: the Advanced Underseas Weapons School, Damage Control School, Nuclear Power School, Explosive Ordnance Disposal School, and Mine Warfare School.

Schools which provide operational training ashore for personnel assigned directly from units of the forces afloat are maintained under the administration of Fleet commanders. Among these are: The Destroyer School, Submarine School, Fleet Sonar Schools, Amphibious Schools, Nuclear Weapons Training Centers, and Fleet Anti-Air Warfare Training Centers.

training for officers

Staff Corps Schools

Naval schools for the training of Supply Corps officers are: Naval Supply Corps School, Athens, Ga.; Naval School, Freight Transportation, Oakland, Calif.

Courses for newly commissioned Civil Engineer Corps officers are conducted at the Naval School, CEC Officers, Port Hueneme, Calif.

The training of Medical Department personnel, including officers of the Medical Corps, Dental Corps, Medical Service Corps, Nurse Corps, Hospital Corps, and enlisted members of the Hospital Corps, is the responsibility of the Chief of the Bureau of Medicine and Surgery. Announcements of scheduled training are made by him.

Naval Postgraduate School

The U. S. Naval Postgraduate School at Monterey, Calif., has recently combined its schools of Engineering, Navy Management and General Line into one postgraduate school.

Here is a brief summary of the curricula:

• Engineering—The curriculum available, conditions of eligibility and other pertinent data are published annually in Bureau directives. Detailed information is given in the annual *Postgraduate School Catalog*.

Available courses, which include a variety of professional, technical and non-technical subjects are: Advanced Science, Aeronautical Engineering, Civil Engineering, Communications Engineering, Engineering Electronics, Metallurgical Engineering, Naval Architecture, Naval Construction and Engineering, Naval Engineering, Nuclear Engineering, Operations Analysis, Petroleum Engineering, Science, and Weapons Systems.

• Navy Management—The curriculum includes Business Administration, Financial Management, Elements of Management, Industrial Management, Management and Industrial Engineering, Navy Management, Petroleum Management, Retailing and Transportation Management.



• The Naval Postgraduate Program offers courses in International Relations, Advanced Training for Judge Advocate Officers, Personnel Administration and Training, Petroleum Administration and Management, and Religion.

Naval War College

The courses available at the Naval War College are designed for officers in the more senior grades. The mission of the college is to further an understanding of the fundamentals of warfare, international relations, and interservice operations, with emphasis on their application to future naval warfare. Subjects include: the Naval Warfare, Command and Staff and Reserve Officers Courses. (For a report see ALL HANDS, Feb. '63, p. 58).

National War College

The National War College prepares selected personnel of the armed forces and other government departments for the exercise of joint high-level policy, command and staff functions, and for the planning of national strategy.

Naval officers must have 16 to 25 years of commissioned service to be eligible. Student quotas are established by the Joint Chiefs of Staff. The Navy quota is allotted by CNO and administered by BuPers. Applications for attendance at the National War College are not required but may be submitted if an officer particularly desires to attend.

Industrial College of the Armed Forces

The Industrial College of the Armed Forces prepares officers of the armed forces for important command, staff and planning assignments in the Department of Defense and prepares selected civilians for important industrial mobilization planning assignments in any governmental agency.

The course is 10 months long. Eligibility for the Navy quota is limited to officers with 16 to 25 years of commissioned service.

Armed Forces Staff College

The Armed Forces Staff College trains selected officers of the armed forces in joint operations.

To attend the Armed Forces Staff College, naval officers must have 10 to 16 years' commissioned service.

Rhodes Scholarships

A commissioned officer, Naval Academy midshipman or NROTC student may apply for permission to enter Rhodes Scholarship competition. Navy sponsorship enables him to apply to the Rhodes Scholarship Committee in his state with the understanding that, if he is awarded a scholarship, the Chief of Naval Personnel will order him to duty at Oxford University, Oxford, England, in an active duty status until he has completed his studies there. These scholarships afford an opportunity for the broadening experience of foreign study and provide a firm educational foundation for future assignments in the military fields of foreign affairs and politics.



Complete rules and procedures for these scholarships are published in BuPers Instructions in the 1520.61 series.

Aviation Training

One course of flight training is available for officers. This is the heavier-than-air course. Selections of officers for flight training are made by the Chief of Naval Personnel from officers who make application and are physically qualified.

Detailed eligibility and application information is published in the Navy Directives System.

Naval aviator qualifications are described in Article C-7301 of *BuPers Manual*, available at your station.

Naval Aviation Observer qualifications are listed in Article C-7302.

Submarine Training

Classes for submarine training are assembled quarterly at Groton, Conn., and are six months long. Officers with high grades are eligible for direct assignment to nuclear power training.

Any unrestricted line officer, serving in the grade of ensign or lieutenant (junior grade) may apply. Prospective unrestricted line officers may apply, provided they will receive their commissions in time to meet the convening date of the class that has been requested.

Detailed information concerning sub training may be found in the latest BuPers Instruction of the 1520.6 series and in Article C-7303 of the *BuPers Manual.*

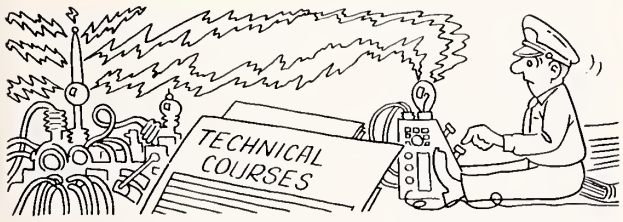
Officer Correspondence Courses

Officer correspondence courses—nearly a hundred of them—are offered by the U. S. Naval Correspondence Course Center at Scotia, N. Y., and by certain other activities. They provide specialist training, to give Regular and Reserve naval personnel the opportunity to increase their knowledge and understanding of the Navy, and at the same time, prepare themselves for professional advancement.

The Officer Correspondence Courses are designed to instruct commissioned officers and warrant officers, and are also open to chief petty officers. In addition, enlisted personnel of lower ratings are eligible if they are recommended for enrollment by their commanding officers.

The courses range in subject from Arctic Operations and Meteorology to Diesel Engines and Cold Weather Engineering.

In addition to the courses administered by the Naval Correspondence Course Center there are a number of courses administered by the Naval Medical School, Naval Dental School, Naval Security Group Headquarters, Naval Submarine School, Naval War College, and the Industrial College.



Applications for Naval Correspondence Center officer courses, made by personnel on active duty, must be submitted, via commanding officer, on NavPers Form 992.

A catalog of all the courses available from the Correspondence Course Center is contained in the *List of Training Manuals and Correspondence Courses,* NavPers 10061 series.

Undergraduate Educational Program

The Bachelor of Science or Bachelor of Arts curriculum provides an opportunity for some unrestricted line and Supply Corps officers, who have been augmented or integrated into the Regular Navy after 1 Jan 1949 to earn a baccalaureate from the U. S. Naval Postgraduate School in Monterey, Calif.



U. S. Naval War College, Newport, R. I.

To be eligible, an officer must have an advanced undergraduate standing of at least 45 semester hours from an accredited educational institution and must have maintained at least a C average. Previous undergraduate education must have included mathematics through college algebra.

Applications should be submitted in accordance with current BuPers Notice 1520 series.

Technical Courses

Officer technical courses are conducted to provide special instruction (normally for junior officers) and refresher training in various technical specialties to meet the needs of the service.

All of the technical courses are six months or less in duration—with the exception of a one-year course at the Naval School, Electronics Officers, Great Lakes, Ill., and another one-year course at the Electronic Technical Officers School, NATTC, Memphis, Tenn. The number and variety of the technical courses are subject to change to meet new requirements and technological developments. The following courses or schools are typical of those which may be found in the *Catalog of U. S. Naval Training Activities and Courses* (NavPers 91769 series).

Nuclear, Biological, Chemical Warfare Defense Course
Damage Control School
Instructor Training School
Photographic Interpretation Course
Torpedo Course

In addition there are many aviation courses available. Details on these can be found in the latest *Bulletin of Schools and Courses* issued annually by the Naval Air Technical Training Command. Some of the subjects offered are:

Aviation Ordnance, Photography, Aviation Electronics, Combat Information Center, Aircraft Maintenance, Training leading to designation as a Naval Aviation Observer, Ground Controlled Approach and Catapult and Arresting Gear.

sports and recreation

THE NAVY TAKES CARE of its own—even after working hours. Sports, hobby shops, entertainment programs, recreational facilities, enlisted men's clubs and officers' clubs are an integral part of the Navy way of life The Special Services Division of the Bureau of Naval Personnel devotes its energy and time to insure that you have plenty of afterhours diversions in the form of sports and recreational facilities. This indicates that the Navy is interested in you not only as a fighting man but as an individual.

Good morale and good physical condition are both military factors, so the sports and recreation program benefits not only you—and your dependents—but also the Navy and the entire nation. Here's what goes into the program.

Navy Sports Program

The Navy and Sports Program consists of voluntary off-duty participation by you and your shipmates in organized competitions. The program includes the major sports at intramural, intra-district, intra-area and All-Navy levels.

Aboard your ship or station, there are usually intramural leagues in basketball, softball, touch football, volleyball and bowling. And if you're on a shore station, maybe you'll have an opportunity to play such games as squash, handball and badminton, or even to learn judo.

There will be, of course, some men in your outfit who are better-than-average athletes. If you are one of these, you'll want to join the station team which will compete in district, area and Fleet competitions, and maybe even give you a crack at All-Navy and interservice contests.

Also, there are different methods by which you, a Navyman, can wind up as a member of the U. S. contingent in international competition. Public Law 11, enacted by the 84th Congress, authorized the Secretary of each service to provide an opportunity for armed forces personnel to train for competition in authorized international sports events. This means that if you can prove, through citation of past performance, that you're an amateur athlete of international caliber, you can apply to the Navy for the special training and coaching you need if you are to have a chance to make the U. S. squad. Subsequent selection could enable you to appear in, for example, the Pan-American Games, CISM competition, or even the Olympics.



"A sport for every man" is the motto of the Navy's sport program. Just because you're not of Olympic caliber in athletic abilities, there is no reason to believe that the Navy has left you out of its sports program.

Depending on where you're on duty, the Navy offers the following sports: Boxing, baseball, football, basketball, golf, swimming, track and field, hunting, fishing, squash, handball, archery, tennis, badminton, softball, boating, bowling, fencing, gymnastics, soccer, weightlifting, judo, lacrosse, touch football, table tennis, shuffleboard, billiards, volleyball, wrestling and water polo. Some bases even have sport parachute jumping clubs and flying clubs. You won't, of course, find all of these at any one place. The sports program at any one activity is determined by the requests of the men there, and is usually influenced by the size of the activity.

Motion Picture Service

Nightly movies will form a big part of your entertainment, especially if you're serving at sea. The Navy has an organization that is solely concerned with obtaining movies for your ship. The Navy Fleet Motion Picture Service provides 16-mm entertainment motion picture films for exhibition without charge aboard ships and at most stations located outside the continental U. S.

The lists of latest released films are published monthly in ALL HANDS. These movies are available to your ship at Fleet Motion Picture Exchanges.

The films, distributed under the Fleet Motion Picture Plan, are leased from the movie industry and are distributed at no cost to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund.

In addition to the Fleet Motion Picture Service, another program, the Navy-Marine Corps Motion Picture Plan, provides films for your entertainment at most stations in the continental U. S. and Hawaii. Arrangements for the distribution of these films are made by the respective naval district commandants.

Library Program

Navymen are some of the biggest readers in the U. S. Collectively, you and your shipmates tackle nearly two million new books a year—with subjects ranging from science fiction and natural history to "who-dunits" and "how to do it." The Navy's Library Services is continually trying to fill book requirements for professional and general information, to supplement formal training and for leisure-time reading.

Each ship and station has its own library for the

Navyman's information, education and recreation. Additional books for your ship and station libraries are bought through the Library Services Branch of the Bureau of Naval Personnel. This unit selects many new titles each month from advance copies sent out by publishers. Virtually every book published or marketed in the U. S., which seems likely to interest you and your shipmates, is reviewed.

Hobby Craft Program

Are you a "do-it-yourself" man? If you like to build such things as furniture, model ships and aircraft, do leatherwork, or even make repairs on your automobile, the Navy's Hobby Craft Program is for you. Besides the space to work, the hobby shops usually provide the tools to do the job. They are equipped with leatherworking tools, mechanics' tools and even power woodworking equipment such as band saws, circular saws, sanders, routers and lathes.

At most places, the hobby shop has for sale, at reduced prices, a reasonable supply of such items as lumber, model kits, leather, lacquer, varnishes, sandpaper and paint brushes. Also, qualified instructors are available to help you in planning your project and overcoming problems. There are also some guides published to help you. These hobby craft pamphlets can be purchased by your recreation fund. Booklets covering various hobbies can be obtained by writing to the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

Officers' and Petty Officers' Messes and Enlisted Men's Clubs

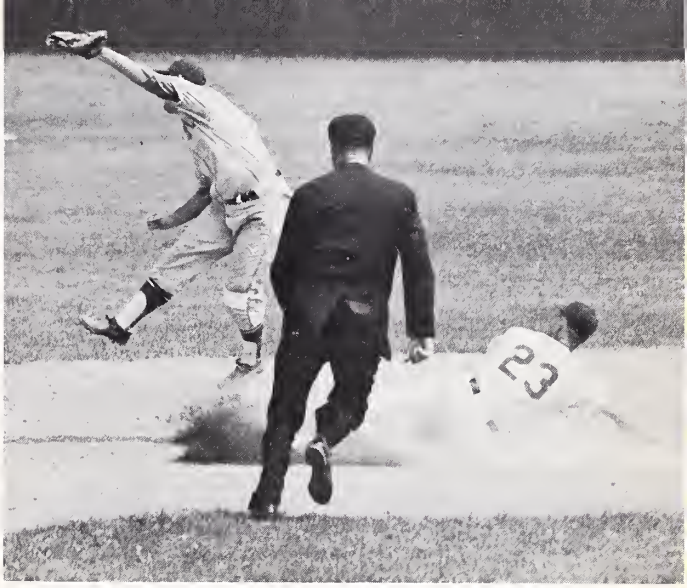
Commissioned Officers' Messes, both Open and Closed, have been established to provide lodging, dining, social and recreational facilities for commissioned and warrant officers. Chief Petty Officers' Messes and First and Second Class Petty Officers' Messes, as well as other Enlisted Men's Clubs, have as their primary mission the job of providing meals, refreshments and recreational facilities for you and your guests. No dues are charged and these clubs are open to active duty and retired personnel of appropriate rates.

Where Your Recreation Funds Come From

There are several types of funds to pay for your Special Services functions. Although different, each gets almost all of its cash from the same place: Profits made from sales to you and your dependents at Navy Exchanges and ship's stores. Briefly, these funds are:

- *Unit Recreation Fund*—This is the fund in which you will probably be most interested, since it is the recreation fund of your ship or station. It finances your ship or station's athletic program, stage shows, movies, all-hands parties, station newspapers, games and recreational equipment for enlisted messes, and supplements your library facilities. From this fund, too, comes the money to buy flowers for your chapel on Sundays, and for magazines and newspapers.
- *Composite Recreation Fund*—The Composite Recreation Fund is similar to the Unit Recreation Fund. It serves personnel from several naval activities grouped closely together, where only one set of basic recreation facilities is available.

The administration of this fund, like the unit fund, is by the CO of the station where the major source of revenue is located. The CO is aided by the Recreation Council, made up of officers from each participating



activity, and the Recreation Committee, composed of enlisted representatives of each participating activity.

- *Command Recreation Fund*—This fund is established and maintained at command level, such as a naval district or river command, air training command, type command or naval force command.

The Command Recreation Fund is used for loans or grants for recreational purposes to units and activities within the command, to pay approved obligations for financing command-wide special services programs.

- *BuPers Central Recreation Fund*—The Bureau of Naval Personnel Central Recreation Fund is the "helping hand" fund.

It supports the recreation program of the entire Navy by financing such activities as the Fleet Motion Picture Program, the building of new facilities, and supplementing various recreation funds of the Navy.

The Central Recreation Fund consists of a share of the profits of the Navy Exchanges and ship's stores, balances remaining in the recreation funds of decommissioned or disestablished naval activities and gifts or donations accepted by the Navy Department for the recreation of naval personnel.

If your unit has no ship's store or Navy Exchange, your recreation money comes from your type command recreation fund. If the Command Recreation Fund is unable to finance your activity's request, the command fund administrator may forward the request to the Chief



of Naval Personnel with the recommendation that the money be allocated from the BuPers Central Recreation Fund.

Recreation Committee and Recreation Council

You should know something about the Recreation Committee for two reasons: Its members might be able to do you some good; and you may be appointed a member of one some day.

The Recreation Committee aboard your ship or station, like all similar committees, was formed on the authority of Articles 1220, 1225.1 and 1225.2 of the *Special Services Manual*. Each ship or station has a committee composed of enlisted personnel to help improve and expand the recreation facilities for the men aboard.

Next in the recreation chain of command is the Recreation Council, which is composed of three or more officers. The council considers suggestions from the Recreation Committee and passes them on to the CO with its recommendations.

The recreation committee meets sometime before the meeting of the recreation council. In this meeting, the division representatives discuss projects in progress and future possibilities, and put their suggestions in writing to the council.

For example, say your shipmates want to stage a ship's dance. The idea originates in the recreation committee. The committee then begins the necessary "leg work" to find out where a dance can be held, the cost of renting a hall, the approximate cost of food, refreshments, etc. It then presents the request, along with a full report on the estimated cost, to the recreation council, which then submits its recommendations to the skipper.

The commanding officer, by regulation, is responsible for the expenditures of all funds. Therefore, he indicates his approval or disapproval of this request, and of all other requests to spend recreation funds.

You may want to request money for equipment, awards for the winners, payment of officials and other expenses to run a league. The necessary money can be authorized from the recreation fund. "Rec" money can also be used to sponsor picnics and buy magazine subscriptions, radios and television sets for recreation rooms.

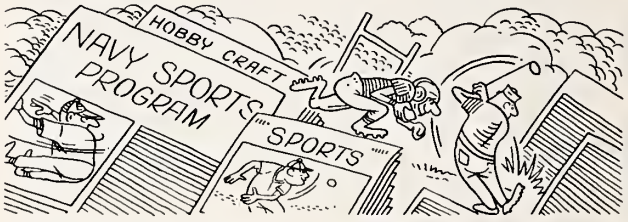
Another little known function of your recreation fund is non-interest-bearing emergency loans to you and your shipmates. If, after investigation, your commanding officer finds that a real emergency exists, he may approve such a loan, provided that the services of Navy Relief, the Red Cross, or other similar relief organizations are not readily available.



Who Can Use Facilities?

The many facilities mentioned above are only as good as your use of them. Your ship or station may have a tremendous hobby shop or well-equipped athletic gear locker, but they won't be worth the space they take up unless you use them. But in many cases, other personnel are also eligible to use your ship or station's recreational facilities and equipment. The final decision is up to your CO, but here are the people who normally are entitled to use them:

- Active duty military personnel and their dependents.
- Naval Reservists on active duty for training in excess of 72 hours, and their dependents.
- Members of Selected Reserve components, while



on inactive duty training, at installations where training is being performed.

Provided facilities are adequate and subject to such restrictions as the commanding officer deems necessary, the following are also authorized to use the facilities and equipment, and to participate in the programs supported by recreation funds:

- Civilian employees of the Department of Defense traveling on official authorization and quartered on the station.
- Civilian employees of the Department of Defense and their dependents and other civilian personnel associated with DOD (if afforded Exchange privileges other than Exchange food service privileges).
- Red Cross uniformed paid personnel.
- Patients hospitalized in Naval hospitals.
- Military personnel of foreign nations.
- Fleet Reserve and retired military personnel and their dependents.
- Unremarried widows of military personnel, and their dependents.
- Members of Reserve components during periods of inactive duty training.
- Occasional guests of military personnel, on a limited basis as authorized by the commanding officer.

Fraternal and charitable groups or organizations, which do not practice discrimination on the basis of race, color or national origin, may be permitted to use recreation facilities on an occasional basis, and civilians in the community may attend special services events subject to the following:

- Attendance does not compete with similar entertainment in the community.
- Attendance does not interfere with attendance by authorized participants.
- Seating shall be on a desegregated basis.

taxes - exemptions and deductions

IT TAKES MONEY to keep our country running smoothly, and servicemen like all other U. S. residents are called upon to help foot the bill. We make our contribution through taxes. Unless we have enough dependents or other deductions to take us out of the taxable income brackets, a certain amount of our pay will be withheld each month so that we can meet our federal income tax obligation on Navy pay each year by the 15 April deadline.

By law you—and every person whose yearly gross income is $600 or more ($1,200 if 65 or older)—must file an income tax return, even if deductions will exempt you from paying any tax. So, when your disbursing office passes out the "W-2 Forms" (statement of wages paid you and taxes withheld), you might as well snag a copy of Form 1040 or 1040A and get busy. Not only are there penalties for not filing, but that's the only way you can get any refund which may be due you.

Filing a correct return isn't difficult if you know what you're doing, and one of the best sources for the straight scoop on your tax rights, benefits and obligations is the JAG pamphlet *Federal Income Tax Information For Service Personnel* (NAVEXOS P-1983). This handy booklet contains the latest information and is reprinted each year and distributed to all ships and stations in ample time for you to use a copy in preparing your return. Below in very brief form are the main points you should know to file a correct return. *Some may change before the time for the next filing*, so be sure to check the 1964 (or current) booklet before completing your return.

• *Who Must File*—Practically every individual citizen, single or married (including minors), whose gross income is $600 or more. Aliens who receive income from U. S. sources must also file. There are exceptions based on age and self-employment; these may be found in the JAG pamphlet.

• *When to File*—Income tax returns based on the calendar year normally must be filed on or before 15 April. However, if you are living or traveling outside the 50 states or Puerto Rico, you are allowed an automatic extension of two months to file your return (but, you will be charged interest on the unpaid tax). In addition, the Director of Internal Revenue for the district in which you file returns may, upon written application from you, grant an extension of as much as six months (more if you are abroad).

• *How To Prepare Returns*—Broadly speaking, your income tax is based upon your "gross income" *minus* "business expenses" and "allowable deductions" *multiplied* by the tax rates and *minus* "credits." In other words, certain specified expenses are subtracted from gross income to find "adjusted gross income;" deductions are subtracted from adjusted gross income to find "taxable" income; and the appropriate tax rate is applied to the taxable income to find the amount of tax you owe. Credits for the taxes withheld by your disbursing officer, payments on estimated tax—or the retirement income credit and so forth—are then subtracted from the tax you owe. If the total amount withheld is smaller than the amount you owe, then you must pay the difference; if the amount withheld is larger than the amount of your tax—you'll get a refund.

In order to figure your gross income, adjusted gross income, your exemptions and your taxable income, here is what you—as a Navyman—include in each category:

Income That Must Be Reported

• Gross income includes gains, profits and income derived from salaries, wages, compensation for personal service, interest, dividends, or rents of whatever kind and in whatever form paid—in short, payments in money or in kind from almost any source, except gift or inheritance. The following items from naval sources, to the extent that they are not reduced by allowable business expenses, should be reported as gross income:

• Basic pay for active duty, training duty, summer cruises, and drills; incentive pay for hazardous duty; special pay for physicians, dentists and veterinarians; special pay for diving duty and sea and foreign duty; proficiency pay; reenlistment bonuses; pay for accrued leave on separation; reenlistment allowances; battle efficiency prizes; and credits for back pay; less amounts forfeited by courts-martial.

• Retired pay, if retired for other than physical disability resulting from active service.

• Retainer pay of enlisted members transferred to the Fleet Reserve.

• Pay of midshipmen and cadets, and retainer pay of $50 and $100 per month of students enrolled in the Armed Forces Officers Training Corps and aviation college programs.

• Compensation for employment in officers' clubs, messes, post and station theaters, etc.

• Mileage and per diem—If your allowances exceed your travel and transportation expenses, the excess,

A Navy tax deduction



labeled "Excess Reimbursements," must be entered as wages on line one, page one of Form 1040 after checking the appropriate questions on page two relating to expense accounts. Itemization of expenses is not required.

- Interest received on deposits of enlisted men.
- Interest on Armed Forces leave bonds, or on payments for leave.
- Lump sum severance pay other than disability severance pay.
- Lump sum readjustment and contract cancellation pay to Reservists.
- Lump sum payment of $2000 received by Navy and Marine Corps officers not recommended for continuation on active list under so-called Hump Act.

Navy Income That Need Not Be Reported

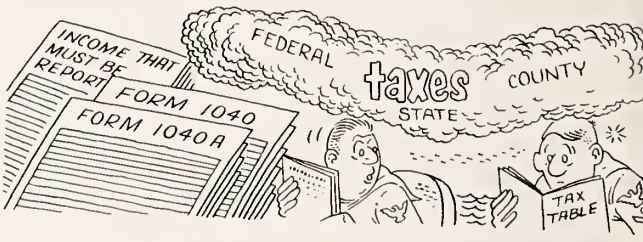
The following items received from the Navy are excluded from gross income, and need not be reported:

- Basic allowance for quarters; quarters, heat and light furnished in kind; cash difference for inadequate quarters; and housing outside the U. S. whether furnished by the U. S. or a foreign government.
- Basic allowance for subsistence.
- Cost to government for transportation of dependents and household effects.
- Rations furnished in kind to enlisted men.
- Uniform gratuity or clothing allowance for officer and enlisted.
- Disability severance pay, and disability retired pay or portion thereof, computed on percentage of disability.
- Uniforms furnished in kind to enlisted men.
- Death gratuities.
- Personal money allowances received by fleet admirals, admirals and vice admirals.
- Money received by naval attaches for entertaining and exceptional expenses, if spent solely in connection with official duties.
- Mustering out pay.
- State bonus payments for services rendered to the United States.
- Sick pay. During periods of illness or hospitalization you may (under certain circumstances) be entitled to exclude your pay (up to a total of $100 weekly). To support a claim for this exclusion, however, you may be required by the Internal Revenue Service to furnish a statement from the attending physician, the hospital, or your employer, or other acceptable evidence of absence and illness. You may not exclude the first seven calendar days of such a period unless the absence is a result of injury or you are hospitalized at least one day during the sickness. Use Form 2440 to compute the sick pay exclusion.

Deductible Items

Deducting any applicable items in the following list from your gross income will give you your adjusted gross income. The following are deductible items:

- **Mess Bills Afloat** — an officer with or without dependents, who is assigned permanent duty afloat, may deduct mess bills for any periods during which his ship is away from its home port for longer than an ordinary work day (and the same principle applies to air personnel away from a squadron's home base).
- **Travel Expenses** — the actual excess expenses may be deducted if you're traveling on TAD in a mileage or per diem status (but not on a change of station).
- **One-way Transportation Expenses** — may be deducted by Reserve personnel if incurred while going from work to authorized drills under competent orders, if they do not receive reimbursement for such travel or transportation in kind. Round trip expenses may be deductible if the Reservist must travel out of town and out of his general area to place of duty.
- Expenses attributable to rents and royalties are deductible on the rental income and expense schedule (but not on page 2 of Form 1040).
- Losses from sale or exchange of business property



are deductible items in computing your taxable income.

Once you have found your adjusted gross income you make deductions for the following items to which you are entitled.

If you plan to use the short form (Form 1040A) you need not bother with these deductions, since that form makes use of a standard deduction amounting to about 10 per cent of the adjusted gross income. Here are the deductions allowed if you use the long form (Form 1040) and itemize your deductions:

- Contributions paid during the taxable year for exclusively public use (churches, United Fund, Red Cross, Navy Relief, USO, etc.).
- Interest on personal indebtedness, such as mortgage on real estate or, under certain circumstances and to a limited extent, carrying charges on installment purchases of personal property.
- As a general rule, state and local taxes are deductible by the person upon whom they are imposed by law. However, federal excise taxes (luxury taxes), federal income and most foreign taxes are not deductible.
- Extraordinary medical and dental care in excess of one per cent of drugs and three per cent of other expenses. Special rules apply for old people.
- Child and disabled dependent care, a deduction limited to $600, is allowed working widows, (and in some cases deserted wives), widowers as well as men who are legally separated or divorced, for the expense of caring for certain of their dependents in order that the taxpayer may be gainfully employed.
- Losses. For example, a loss occasioned by damage to your automobile is deductible to the extent that it is not covered by insurance, unless it is the result of willful negligence on your part. No loss is deductible for the damage you did to the other car, however.
- Miscellaneous deductible items include uniform equipment (insignia of rank, corps, etc., but not the uniform itself unless an inactive duty Reservist); amount of reenlistment bonus refunded by reason of

termination of enlistment; alimony payments, if included in the wife's gross income; dues to professional societies, etc.

Items which are not deductible from your adjusted gross income include the following: (a) Personal living or family expenses other than the exceptions noted above; (b) cost of moving and shipping household goods; (c) cost of transportation of dependents; (d) premiums paid on life insurance policies; (e) expense of visiting home while on furlough, leave or liberty; and (f) amounts paid for United States Savings Bonds.

Exemptions—Exemptions for you and your dependents are treated as deductions from adjusted gross income in arriving at taxable income. The amount of an exemption is $600 and exemptions are allowed for the following:

- You, the taxpayer.
- Your spouse.
- Additional exemption is allowed a taxpayer or spouse if blind or 65 or older.
- Each dependent. The taxpayer can claim credit only for persons who meet all of the dependency requirements listed in the instructions accompanying Forms 1040 and 1040A. Your children under 19 or "students" may be claimed by you even if they earn over $600 provided they otherwise qualify.

An individual receiving support from two or more persons, none of whom furnishes more than half, may be claimed as a dependent under certain circumstances. The conditions are listed in the instructions.

Citizens of foreign countries will not qualify as dependents unless they are residents of either the U. S., Canada, Mexico, Canal Zone or the Republic of Panama at some time during the taxable year or legally adopted by a U. S. citizen taxpayer.

A child born or legally adopted in the Philippine Islands before 1 Jan 1956 may be claimed as the dependent of its parent if the parent was a member of the U. S. armed forces at the time the child was born or adopted and the child is a resident of the Philippine Islands during the taxable year.

State Taxes

You should also be aware that many states, territories and possessions (and some communities) of the U. S. have income tax laws, *and*, unless your legal home state makes an exception for members of the armed forces, you are not excused from these taxes merely because you are on active duty outside the boundaries of your home state. The Soldiers' and Sailors' Relief Act does not exempt you from the income tax and personal property taxes imposed by your home state, either.

That Act, as amended, *does prevent taxing of your military pay or personal property by any state in which you are living solely by reason of naval or military duty orders.* But the law does not exempt retired and retainer pay, separate income earned by your spouse or family (or personal property owned by them), income from business, investments, rents and other non-military sources, or the taxing of "real" property (a house, for instance) which you buy in the state where you're pulling duty. Check ALL HANDS' periodic state tax roundups.



THIS YEAR a sizeable group of money-wise Navymen and women, who are saving money in the Navy's Savings Deposit Program, will earn almost $200,000 in interest on their deposits of almost $5,000,000.

Thousands of others are setting aside money each month toward the purchase of U. S. Government Savings Bonds. In seven years and nine months these Navymen will receive $4 for each $3 they invest.

These two programs offer you a safe and easy method of setting aside a part of your earnings each month for the future. Dollars invested in either program earn at a good rate of interest, yet the money is readily available if an emergency arises.

Navy Savings Deposit Program

If you want to deposit money by allotment in the Navy Savings Deposit Program your first (and last) stop is your disbursing office, to file an allotment authorization. On the allotment form you will specify how much you want to deposit each month (in full dollar amounts of not less than five dollars) and how long you wish the allotment to remain in effect.

Your savings will be automatic—each month your pay will be checked, your money will be deposited and will earn interest at the rate of *four per cent yearly*, based on a year of 360 days.

With systematic savings, your nest egg will grow rapidly. If you begin to invest in Navy Savings Deposits when you first enter the Navy, by filling out an allotment for $20 per month, your savings will have grown to about $7080 by the time you are eligible to join the Fleet Reserve. It is interesting to note that the first $20 you invested will have grown to $41.18 in the 20-year period.

It's not necessary, however, that you make all (or



saving in the navy

any) of your deposits by allotment. If you desire, you may deposit cash with your disbursing officer for your savings account.

The money you invest in the Navy Savings Deposit Program may be withdrawn at the time of your release from active duty (or when you reenlist). In case of an emergency it can be withdrawn upon approval of your commanding officer.

Savings Bonds

Series E Savings Bonds are another method of laying away money for the future. They're profitable, as well—interest is three and three-fourths per cent per annum compounded semiannually, when held to maturity.

You begin your Savings Bond program by visiting the disbursing office and filling out *an allotment authorization* (NavCompt Form 545), specifying the amount you wish to invest each month.

Bonds may be purchased by allotment under two plans, the *bond-a-month* and the *bond-a-quarter* plans.

The bond-a-month plan permits you to purchase a savings bond each month by allotting $18.75 per month for the purchase of a $25 bond, $37.50 for a $50 bond, or $75 for a $100 bond. The bond-a-quarter plan permits you to purchase a $25 bond every three months by allotting $6.25 per month, $12.50 for a $50 bond a



quarter or $50 per month for a $200 bond a quarter. Larger bonds are also available.

The bonds you buy will be delivered to you at government risk or will be held for safekeeping, whichever you prefer.

If you chose the bond-a-month plan, and allotted $18.75 each month for a period of 17 years and 9 months, you will have purchased a total of 213 bonds worth $5,587, for which you will have paid $3,993.75 and have received interest in the amount of $1,593.25.

retirement-plan it, enjoy it

YOU AS A NAVYMAN and other members of the U. S. Armed Forces are the beneficiaries of one of the best retirement systems in the world.

In addition to providing you with cash, it also may include medical coverage, travel and commissary and exchange privileges and other benefits which later may come in handy.

As you know, a Navyman's retirement check ceases upon his death. However, IF you have elected coverage under the Retired Serviceman's Family Protection plan, your dependents will continue to receive a monthly annuity after your death. Your widow and dependent children will still be entitled to the same privileges at a military installation. A retired person will be entitled to burial in a national cemetery with a headstone pro-



vided. Reimbursement for burial expenses (not to exceed $250) and other survivor's benefits may be payable by the Veterans Administration.

Although your retirement benefits are undoubtedly sizable, you may not consider the cash you receive after retirement sufficient to maintain the standard of living you desire. And chances are that you will still feel too young to go into complete retirement.

For example, the retirement system permits enlisted men to join the Fleet Reserve after 20 years of service, if they wish, regardless of age. For most Navymen, this means nominal retirement comes in their late thirties or early forties.

Therefore, you and other Navymen will be thinking probably in terms of not one but two careers.

Your Second Career

If you get another job after you retire, you will be smart if you start thinking of the kind of job you want some time before.

To be ready for your second career, you should start planning as long as five years before they pipe you over the side. Information on the types of employees needed is provided in the *Bureau of Labor Statistics Occupational Outlook.* You can get copies of various occupational projections by writing to the Department of Labor, Bureau of Labor Statistics, Washington, D. C. 20390.

Compare prospective jobs and their educational requirements with the education you have. If you are lacking in any of the qualifications, you may still have time to improve them before you retire.

Compare jobs and salaries. You may find you need less preparation in one field than in another. Some jobs are higher in prestige, some have better working conditions, others afford better salaries.

The key word in the employment market is *specialization.* Employers are not on the lookout for applicants who, for example, want a "managerial position." They want to know in what *specific managerial field* the applicant specializes.

There are several publications which are available through Navy supply sources to Navymen who want tips on job hunting and retirement, in general. Among them are *Your New Career* (NavPers 19895-B) which

gives some pointers on how to go about getting a job in civilian life. Another is *Reference Guide to Employment Activities of Retired Naval Personnel* (NavExos P-1778, 5-63).

Still another is *Navy Guide for Retired Personnel and their Families* (NavPers 15891A) which is a manual of general information for retired Navy families. For those interested in entering the education field, there is *Teaching: A Second Career* (NavPers 92828).

You should bear in mind that competition for jobs is going to be tough. Retired servicemen haven't been a great factor in the United States labor market until now.

However, this fiscal year alone an estimated 58,000 servicemen will retire and will presumably enter the labor market.

By 1980 the retired military population of the United States is expected to be more than one million. Of this number, about 800,000 will have retired as enlisted men.

The retirement benefits you receive from the Navy, the Veterans Administration, and other federal and state agencies will help you to live a better life. Here is a brief roundup of the various types of retirement and the current procedures and directives concerning persons now being retired from the naval service.

Fleet Reserve and Enlisted Retirement

Any person whose permanent status is enlisted is eligible for transfer to the Fleet Reserve when certain active duty service requirements have been met.

While there are several classes of Fleet Reservists, nearly all men now on duty will be eligible for transfer only to class F-6 which requires a minimum of 20 years of active duty.

Upon transfer to the Fleet Reserve, class F-6, you will be entitled to receive retainer pay computed at the rate of two and one-half per cent of your enlisted basic pay multiplied by the number of years of active federal service.

Navymen retire in different pay grades with varying lengths of service, however, a good portion of enlisted personnel transfer into the Fleet Reserve on 20 as chief petty officers in pay grade E-7.

A sample of the basic monthly retainer pay for a CPO's grade is given below. The figures shown are subject to upward revision to match increases in the Labor Department's Consumer Price Index, under provisions of the new military pay bill.

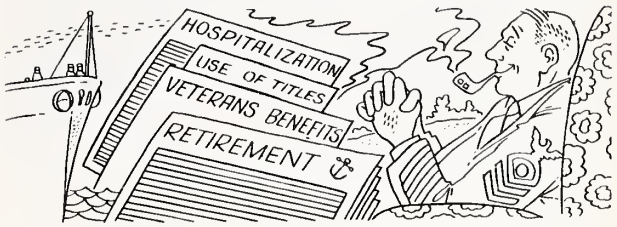
Sample Retainer/Retired Pay for a Chief Petty Officer

Years of Active Service	*Monthly Pay (does not include credit for inactive service)
20	$187.50
21	196.88
22	220.00
23	230.00
24	240.00
25	250.00
26	292.50
27	303.75
28	315.00
29	326.25
30	337.50

Note: Monthly retainer and retired pay before any deletions for dual compensation, Retired Servicemen's Family Protection Plan, withholding tax or allotments.

For further information concerning transfer to the Fleet Reserve and pay in connection with it, refer to *BuPers Manual,* Chapter 13 and BuPers Instruction 1830.1 series.

After completing 30 years of combined active duty and inactive service, you are transferred to the Retired



List. At that time you are advanced, if appropriate, to the highest temporary officer grade in which you served satisfactorily.

Your pay is then computed on the basis of two and one-half per cent of the basic pay of the highest grade or rank so held, multiplied by the number of years of active duty.

Although the regulations governing the retirement of enlisted men are comparatively simple, the laws and directives regulating the retirement of officer personnel are numerous and complicated.

Officer Retirement

Since officer retirement is not a vested right (they serve at the pleasure of the President), officers contemplating retirement should check the regulations pertaining to their particular circumstances before requesting retirement.

The ground rules for the voluntary retirement of commissioned and warrant officers of the Regular Navy are laid down in SecNav Inst. 1811.3 series. BuPers Inst. 1811.1 series goes into more detail and lists the various laws on which retirements are based.

Twenty years of completed active duty is the main eligibility requirement for your voluntary retirement. All *active* duty, including active duty for training, as a commissioned officer, warrant officer, enlisted man or



aviation cadet (appointed or enlisted), in the Navy, Marine Corps, Army, Air Force or Coast Guard, or in Reserve components, is creditable.

Time spent on inactive duty as a Reservist does not count toward the 20 years.

As a general rule, the retirement eligibility policy outlined in SecNav Inst. 1811.3 series will apply. But you do not automatically have an indisputable right to retire at any time you choose, simply because you've completed 20 years of active duty. Your retirement may be delayed for some time depending upon the circumstances.

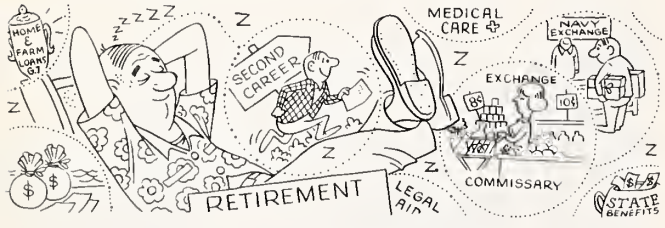
A delay may be encountered if you are in a key billet that can't be filled by someone else at the drop of your hat. You might have special skills or background the Navy needs and, if you have received transfer orders or are under a payback obligation, you can reasonably expect your request for retirement to be deferred until you complete your normal tour of duty or satisfy any service obligations.

In any such case, an effective date later than the one you requested will be specified by the Secretary of the Navy.

Favorable Consideration

Although a majority of retirement requests are considered on the basis of service needs, you can expect approval if you are in one of the following categories:

- Other than flag officer with 30 years of active service.
- Flag officer with 30 years of active service and at least five years as flag officer.
- Captain with at least two years' service in grade.
- Officer who has twice failed selection for promotion.
- Officer whose assignability is limited. (Over-age in grade, deteriorated health, etc.)
- Officer who has hardships of compassionate or unusual financial nature which would definitely be alleviated by retirement.



Otherwise, your retirement request will be considered solely on the basis of service needs. Final approval rests with the Secretary of the Navy.

Request for Officer Retirement

If you qualify for voluntary retirement under the provisions of SecNav Inst. 1811.3 series and BuPers Inst. 1811.1 series, you may submit your request to the Secretary of the Navy via your chain of command and the Chief of Naval Personnel. Your request should be submitted to reach the Bureau of Naval Personnel at least three months in advance of the desired date of retirement to allow plenty of time for processing.

If a contact relief is required, your request should be submitted approximately six months in advance.

Don't submit your request for voluntary retirement contingent on some other administrative procedure, such as the action of a continuation board. It will serve only to confuse the issue and delay processing.

All retirements (except for disability) become effective on the first day of a month.

Sample wording for your request is contained in BuPers Inst. 1811.1 series. When your CO affixes his endorsement, he will express your command's position with regard to a relief or any other factors that mean orderly retirement from the command standpoint.

Your request is forwarded to the Active Non-Disability Retirement Branch of the Bureau of Naval Personnel (Pers B85) which notifies the detail officer responsible for your case. (The Officer Records Section of the Bureau provides a statement of your service.)



After the review, your detailer recommends that your request be processed for a specific retirement date. You are informed by letter that your request is being processed for that date and why. An endorsement by the Chief of Naval Personnel is prepared, and your request is routed to SecNav for final approval.

The Physical—You should note that your request cannot be forwarded to SecNav until you are eligible in all respects including submission of a report of physical examination.

It is important that you receive a complete physical far enough in advance to permit correction of minor physical defects, or, if major defects are found, to permit completion of disability retirement proceedings before the retirement date otherwise scheduled. However, the exam must be conducted within six months of the specified retirement date.

It's possible to be forced into statutory non-disability retirement while disability proceedings are still in progress. A number of procedures have been established to forestall the necessity of canceling your voluntary retirement and afford you the opportunity to obtain disability retirement, if qualified, before your statutory retirement date.

Retirement Approved—When the Chief of Naval Personnel receives SecNav approval for your retirement, orders are cut showing the effective date, detachment date, laws under which retired and grade in which retirement is to be effected.

If you are outside the continental limits of the U. S., you will be ordered to the nearest continental port of debarkation for separation, unless you specifically request separation outside CONUS at your overseas duty station.

If you're inside CONUS, you will probably be separated by the activity to which you are attached, or by the nearest activity capable of effecting separation.

Your Retired Grade—As a general rule, you are retired in the grade in which you served at the time of

your retirement. However, if you had served in a higher temporary grade previously and the Secretary of the Navy determines your service in such grade was satisfactory, you will be advanced on the Retired List to the higher grade.

Your pay account is closed out upon retirement and forwarded to the Navy Finance Center, Cleveland 14, Ohio. Any inquiry concerning your retired pay should be addressed directly to the Finance Center.

Unless you specify otherwise, the Finance Center will automatically continue to take care of all insurance allotments after your transfer to the retired list. Other allotments are stopped.

Your non-disability retired pay will be subject to income tax; the Finance Center will automatically withhold the tax.

Computing Retired Pay

If you voluntarily retire under laws cited in BuPers Inst. 1811.1 series which require 30 or more years of active service, you will be entitled to retired pay at the rate of 75 per cent of the basic pay you received while on active duty in the grade in which you retire, or to which you are advanced on the retired list.

If you voluntarily retire under laws which require more than 20 but less than 30 years of active service (see BuPers Inst. 1811.1 series, you will be entitled to retired pay at the rate of two and one-half per cent of the basic pay to which you would be entitled if serving on active duty in the grade in which retired (or to which you are advanced on the retired list) multiplied by the total of the following:

- Total years of service creditable for basic pay purposes as of 31 May 1958.
- Total years of active service, including active duty for training, performed after 31 May 1958.
- Years of constructive service credited for basic pay purposes, not included in total years of service creditable for basic pay purposes as of 31 May 1958. (This clause applies only to officers of the Medical and Dental Corps.)
- One day's credit for each retirement point earned



as a member of a Reserve component after 31 May 1958 through authorized attendance at drills, periods of equivalent instruction or appropriate duty performed as authorized by a naval district commandant or the Chief of Naval Personnel, completion of correspondence courses, and the 15 points per year gratuitous credit for Reserve membership. (Maximum: 60 days' credit for any one year.)

In no case may retired pay exceed 75 per cent of the basic pay on which it is computed. Warrant officers who retire under any law cited in BuPers Inst. 1811.1 series will receive retired pay based upon the applicable monthly basic pay of the grade in which retired, or to which advanced on the retired list, unless the basic pay of the grade to which advanced is less than that of any



warrant grade satisfactorily held on active duty. In that case, the retired pay will be based on the higher pay.

Physical Disability Retirement

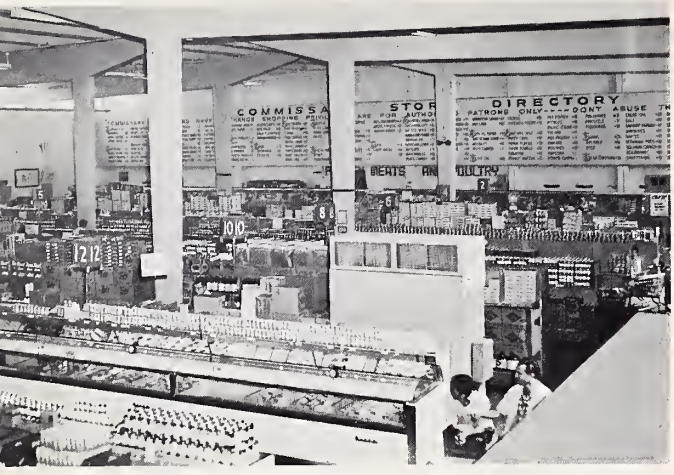
The basis of the physical disability retirement of naval personnel is provided for in Chapter 61, Title 10, U. S. Code (formerly Title IV of the Career Compensation Act of 1949).

Eligibility is based on a combination of the degree of disability and the number of years of service. A summary of basic provisions of the physical disability retirement law, as it applies to naval personnel who have not previously been retired, is given below.

A member of the active list of the Navy may be retired for physical reasons if *all* the following conditions have been met:

- He has been determined unfit to perform his duties by reason of physical disability incurred while entitled to receive basic pay.
- The disability is not due to intentional misconduct or willful neglect, and the disability was not incurred during a period of unauthorized absence.
- The disability is 30 per cent or more disabling. If it is less than 30 per cent, he is not entitled to any disability retirement pay but he may be separated for physical disability with severance pay computed in an amount equal to two months' basic pay for the appropriate rank, grade, or rating for each year of service, not to exceed two years' basic pay. One exception: A member with 20 or more years of active service, and whose disability is less than 30 per cent will be retired.
- The disability was the proximate result of the performance of active duty. In this connection, any disability shown to have been incurred in the line of duty during a period of active service in time of war or national emergency will be considered valid.
- If accepted medical principles indicate the disability *is* of a permanent nature, he will be permanently retired. If accepted medical principles indicate the disability *may* be of a permanent nature, he will be transferred to the Temporary Disability Retired List. If retired either permanently or temporarily for physical reasons, he is entitled to receive disability retirement pay computed either by multiplying his basic pay by:

1. The number of years of the individual's active



service multiplied by two and one-half per cent; or

2. The percentage of physical disability as of the time his name is placed on the list.

While on the temporary disability retired list, he will receive at least 50 per cent of his basic pay.

If you are permanently retired without first having been placed on the temporary disability retired list—and if permanently retired from the temporary retired list—you are entitled to receive disability retirement pay computed as above, except that if the second option is used, the percentage of disability will be determined as of the date you are permanently retired.

If you have satisfactorily held a temporary rank or rate higher than that in which serving at the time of your placement on the temporary disability retired list —or at the time of your permanent retirement—your disability retirement pay will be based on the basic pay of the higher rank or rate provided it is determined by the Secretary of the Navy that such service was satisfactory.

If the physical disability entitling you to disability retirement pay is found to exist as a result of a physical examination given in connection with effecting a permanent promotion (or a temporary promotion where eligibility for it was based on cumulative years of service, or years of service in rank), your retirement pay will be based upon the basic pay of the rank to which you would have been promoted. In no case will disability retirement pay exceed 75 per cent of your basic pay.

If you are placed on the temporary disability retired list, you will be given periodic physical examinations to determine whether your disability has changed.

If, as a result of such an examination—or at the end of a period of five years from the date of being placed on the temporary list—it is determined that the disability is permanent and 30 per cent or more disabling, you will be permanently retired. (Minimum 30 per cent not required if you have 20 years of active service.)

If, as a result of this physical exam, you are found to be physically fit, you may (subject to your consent) be called to active duty and be reappointed or reenlisted. Should you be found physically fit, but do not give your consent to reappointment or reenlistment, your status on the temporary disability retired list—and your disability retirement pay—will come to an end.

If, as a result of this exam, you are found physically disqualified, but the percentage of disability has been reduced to below 30 per cent, you will be discharged from the temporary disability retired list, with severance pay, unless you have completed 20 years' service.

That's the basic story so far as retirement eligibility is concerned.

Retirement Benefits

Here is a brief summary of the privileges and obligations of retired members of the Regular Navy. In addition, "rights and benefits" offered by veterans' legislation and administered by the Veterans Administration and other federal and state government agencies are discussed elsewhere in this issue.

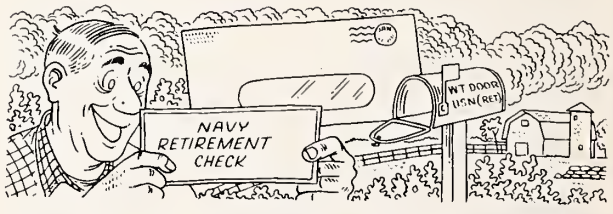
• *Orders to active duty*—Retired officers and enlisted men are not required to hold themselves in readiness for active service although they may, at the discretion of SecNav, be ordered to active duty in time of war or national emergency. In time of peace they may not be ordered to active duty without their consent.

• *Military Law*—Members retired with pay continue to be subject to the Uniform Code of Military Justice.

• *Uniform*—Retired personnel are entitled to wear the prescribed uniform of the rank or rate held on the retired list when the wearing is appropriate. They are prohibited from wearing the uniform in connection with non-military, personal or civilian enterprises, or activities of civilian nature. Retired personnel in a foreign country may not wear the uniform except when attending, by formal invitation, ceremonies or social functions at which the wearing of the uniform is required by the terms of the invitation, or by the regulations or customs of the country.

• *Use of Titles*—Retired persons are permitted (subject to certain restrictions and good judgment) to use their military titles in connection with commercial enterprises.

• *Commissary, Exchange and Officers' Messes*—Navymen *retired with pay* may be accorded the privileges of armed forces commissary stores and Exchanges as well as Navy clothing and small stores and ship's



stores. Privileges of Commissioned Officers' Messes Open are available to officers retired with pay, subject to the limitation of facilities.

• *Hospitalization*—Members of the naval service receiving retired pay (except members of the Naval Reserve with less than 8 years of active service who are retired under 10 USC 1331) may be hospitalized in naval and uniformed services medical facilities for most ailments except blindness, neuropsychiatric disorders, tuberculosis and other chronic disorders. Members with these conditions must obtain hospitalization from the VA if hospitalization at government expense is desired.

Retired members entitled to hospital care are also eligible for dental care, subject to the availability of dental facilities. Now, check your benefits as a veteran.

veterans' benefits

As the years roll on, separating Navymen from World War II and the Korean conflict, the subject of veterans' benefits becomes dim and, in many instances, almost forgotten by many Navymen (both active and retired) who frequently overlook the fact that they may have acquired veteran status.

As veterans, they are entitled to many benefits. Some assume that the receipt of retired pay (or active duty pay) is, in itself, a bar to most veterans' benefits or, at least, to the financial compensations which accompany veterans' benefits. Some VA benefits accrue to survivors of veterans and, in most cases, survivors of active duty and retired Navymen may be eligible. Other veterans' benefits (for example, homestead rights) may not be taken advantage of until the Navyman retires from active duty. Still other benefits have deadlines. Actually, the VA doesn't consider retired or retainer pay as "income," and such pay is not taken into consideration in establishing eligibility or in computing the extent of veterans' benefits.

Here is a rundown on unexpired advantages offered principally by federal legislation for peacetime Navymen and those who served in wartime.

• **Employment**—You are entitled to make use of the specialized counseling and placement service provided for all veterans by federal and state law. When you retire, you may register with the appropriate state or local employment office, or you may contact the veterans' employment representative assigned to your locality.

Non-disabled war veterans are entitled to a five-point preference in addition to their earned ratings in Civil Service examinations. Disabled veterans are entitled to 10 points. Certain widows and certain mothers may also be granted veterans' preference.

Retired enlisted personnel are not limited in obtaining federal employment. Retired officers, however, are subject to dual compensation laws.

These laws are under study by Congress and may be changed. Now, however, most retired officers (except those of the Naval Reserve) are prohibited from holding a civilian position or office with the federal government where either the retired pay or compensation amounts to $2500 annually, unless (1) they are elected to the position, (2) are appointed by the President with the advice and consent of the Senate, or (3) are retired for injuries received in battle or for injury or incapacity incurred in line of duty.

The total income (retired pay plus civilian compensation) of a retired officer who is eligible for and accepts employment in a federal civilian position under one of the above exceptions is limited to $10,000 annually unless he was retired for disability incurred in combat with an enemy or caused by an instrumentality of war.

• **Home and Farm Loans**—The loan benefits under both World War II and Korean G. I. Bills are identical, since loan guaranty benefits authorized for Korean veterans are simply an extension of those provided for veterans of World War II.

The VA may guarantee loans made by private lenders for the purpose of (1) buying, building or improving a home (see page 18), (2) buying a farm or farm supplies and equipment, (3) buying a business or otherwise enabling the undertaking of a legitimate venture.

You must make your own arrangements for financing through the usual channels, such as banks, building and loan associations, public and private lending agencies or individuals.

The VA makes some direct loans to veterans to buy or build a home up to a maximum of $15,000 in rural areas, small cities and towns designated by VA as "housing credit shortage areas."

The length of time a veteran remains eligible for



G. I. loan benefits is determined by the Veterans Administration in accordance with a formula contained in the governing law. It depends on the date of the veteran's last discharge from a period of active wartime duty and the number of months spent on active wartime duty.

No World War II veteran can have eligibility beyond 25 July 1967. No Korean veteran's entitlement will end before 31 January 1965 nor extend beyond 31 January 1975.

For further information about G. I. loans, ask your local VA office for a copy of VA pamphlet 26-4 entitled "Questions and Answers on Guaranteed and Direct Loans for Veterans."

• **Unemployment compensation**—Some retired persons and other veterans now being separated are eligible for the special unemployment compensation benefits provided under the Korean G. I. Bill. However, to be eligible for payments, veterans must comply with the requirements of their state unemployment compensation laws.

• **Education and Training**—There are limited educational benefits still available for some veterans of the Korean conflict. Payments of allowances are made directly to the individual rather than to educational institutions.

Under the Korean G. I. bill, a veteran must start his



veterans' benefits

education within three years after his first unconditional discharge or release from active service after 31 Jan 1955.

Eligible veterans should be sure to note, however, that *all* educational benefits are void after 31 Jan 1965. Any schooling the veteran receives after that date will be at his own expense.

• **Vocational Rehabilitation**—Any Navyman retired for



disability, who is in need of vocational rehabilitation because of the handicap of a service-connected disability, may apply to the VA for training.

• **Homestead Preference**—Veterans must have an honorable discharge and at least 90 days' war service. Information concerning public lands may be obtained from any Federal Land Regional Office or the Bureau of Land Management, Department of the Interior, Washington 25, D. C.

• **U. S. Naval Home**—A retired Navyman who is old and infirm may be admitted by the Secretary of the Navy to the U. S. Naval Home, Philadelphia, Pa., for domiciliary care. Relinquishment of retired pay is not a requirement for admission.

• **Burial Rights**—Burial in a national cemetery may be authorized for both the retired Navyman and his wife and minor children (see page 91).

• **Benefits for Veterans with Disabilities** — There are many additional benefits for veterans who have disabilities resulting from injuries or illness.

These vary according to the specific case and include medical and domiciliary benefits, medical examinations and treatment, prosthetic appliances, vocational rehabilitation, cars for disabled veterans, wheelchair homes, and in some cases, disability compensation and pension.

For complete information on this subject, contact the nearest VA branch office.

retired family protection

NAVY WIVES, like their civilian sisters, frequently live longer than their husbands. This quirk in the vital statistics table presents the Navyman with the problem of how his surviving wife and children will pay the rent and obtain the necessities of life when he is no longer around to provide them.

Almost every Navyman knows that, *if he dies while on active duty*, his widow will receive six months' death gratuity and will, in many cases, be eligible for VA compensation.

His widow may also be eligible for social security benefits, United States Government Life Insurance (USGLI) or National Service Life Insurance (NSLI) payment (if her husband held a policy under either of these plans) plus any civilian insurance he might have carried.

If a Navy widow can collect most of these benefits,



she will, depending upon her financial obligations, be reasonably well off for a while—at least long enough to make arrangements for earning a living to replace her husband's income.

This is all well and good *so long as you are on active duty*. Whatever continuing income your family will receive if you die *in retirement* (other than Social Security) depends largely upon what you elect to provide for them under the Retired Serviceman's Family Protection Plan. The plan applies both to officer and enlisted personnel.

This plan was renamed in Public Law 381 of the 87th Congress in October 1961. It replaces the Uniformed Services Contingency Option Act of 1953 (Public Law 239 of the 83rd Congress).

Retired Serviceman's Family Protection Plan

To be brief, this plan provides for *an annuity to be paid to your widow or your children or to both your widow and children if you die after you retire.*

If you want to participate in the program, you should elect to do so *before you complete your 18th year of service* for pay purposes.

The law, as it now stands, *also provides for enrollment in the plan after your 18th year of service.* HOWEVER, if you wait until later to elect participation, three years of service are required before the first day on which you will be entitled to receive retired pay. The same requirement applies if you change or revoke your election after your 18th year of service—you must complete three years of service after the change is made.

Since most Navymen retire on 20, this may add at least one additional year of service before you can take off for the old fishing hole.

The Family Protection Plan operates on a sound

actuarial basis. The additional service requirement prevents deathbed elections of the plan which would result in added costs to all participants and be unfair to those who signed up early.

Single men are also eligible to participate in the plan under the assumption that they will marry before they retire. If they are still single when they retire, their election is voided and their retired pay is not reduced under the program.

A married man who elects the plan and retires cannot withdraw from the plan after his retirement unless it is under the terms of option four below or unless the Secretary of the Navy rules that his participation in the plan causes him undue financial hardship. There is one exception—A Navyman placed on the temporary disability retired list, and later returned to active duty, may be allowed to revoke his election if three years elapse before he is again entitled to retired pay.

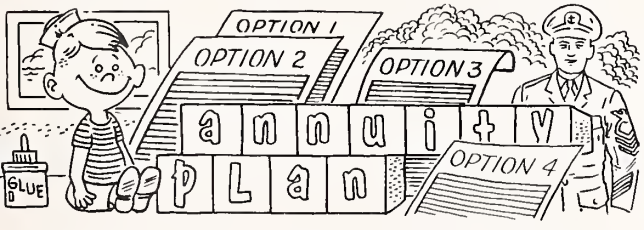
Four Possible Options

The plan, which is non-profit and has its overhead costs absorbed by the government, offers three survivor annuity options for participants and an escape clause which is listed here as option four. Here they are:

- *Option 1* provides a monthly annuity payment to your widow (who was your lawful wife on the date of your retirement) until her remarriage or death.
- *Option 2* provides equal monthly payments to (or for) your eligible children (including stepchildren and adopted children) until they reach 18 years of age or marry.

This annuity continues after age 18 for mentally or physically handicapped children so long as they remain incapacitated or unmarried, provided the incapacity existed before their 18th birthday.

- *Option 3* provides a monthly annuity payment to your widow until her remarriage or death, at which time the monthly payments are made in equal shares to your eligible children as specified in option two.



- *Option 4* can be elected at the time you make your choice among the three annuity options listed above but it is not properly a survivor benefit option. It is an extra (at extra cost) which provides for ending your retired pay deduction in the event your wife and children named as beneficiaries die or cease to be eligible while you are still on retired pay.

Depending upon your choice of any one or combination of the available options, you can provide your widow and/or eligible surviving children an income of one-half, one-fourth, or one-eighth of your reduced retired pay.

The cost of the program is based on the rates in effect at the time you actually retire. These rates will not necessarily be those in effect when you elected to participate in the plan.

On retirement, regardless of whether or not retired



pay increases or decreases, you will have the same deduction made from your retired pay (if you elect a survivor benefit option) and the amount of the annuity will remain the same as was in effect the first day you collected retirement pay.

Your personnel or insurance officer can give you advice on whether or not enrollment in the plan is to your best interests.

He will have available to him NavPers 15945 which contains conversion tables and tables of percentage reduction of retired pay which would apply to the survivor benefit option which you decide best meets your needs. You can also check BuPers Inst. 1750.1 series and NavPers 15926A which explains the plan in more detail.

If you decide the Annuity Plan is what you need to provide security for your wife and children after you retire, your personnel or insurance officer will help you apply for it.

How Annuity Plan Works for Enlisted Personnel

Here are some hypothetical figures which will provide a basis for comparing relative benefits under the Retired Serviceman's Family Protection Plan.

The computations are based on one-half the serviceman's annuity being paid to his survivor or survivors. They are for a chief petty officer who joins the Fleet Reserve when he is 40 years old and his wife is 38. They have two children who are eight and 10 years old.

The chief has selected options 1 and 4 (or 3 and 4).

The chief will (for the sake of this example) receive a retainer pay before deductions of	$200.00
The cost of the plan will be (based on a factor of .0849 times $200.00) (Factor obtained from NavPers 15945A)	16.98
His reduced retainer pay will be	183.02

If the chief's wife survives him, under option 1 she would receive $91.51 per month until her death or remarriage. Under option 3, an annuity in the same amount would pass to her children upon her death, provided they were under 18 years of age and unmarried. The annuity would continue to be paid until the youngest child reached 18 or married, whichever came first.

Had the chief elected options 2 and 4 at one-half annuity to his surviving children, the cost of the plan

retired family protection

would have been $1.52 per month and an annuity of $89.24 per month would be paid until the youngest child became 18 or married, whichever occurred first.

How Annuity Plan Works for Officers

The method of computing benefits under the Family Protection Plan is the same for an officer as for an enlisted man. For example, a commander who retires at 45 has a wife who is 42 and two children aged 15 and 10.

The commander selects options 1 and 4 (or 3 and 4) at one-half annuity for his surviving widow.

Let's assume, for this example, that the commander's monthly retired pay, before deductions, is	$440.00
The cost of the Plan is based on a factor of .1060 times $440.00. (Factor obtained from NavPers 15945A)	46.64
His reduced retired pay is	393.36

If the commander's wife survives him, under option 1 she will receive $196.68 per month until she dies or remarries. Under option 3, the annuity would pass to her surviving children, provided they had not reached the age 18 or married. The annuity would continue to be paid until her youngest child reached age 18 or married, whichever came first.



Had the commander elected options 2 and 4 at one-half annuity to his surviving children, the cost of the Plan would have been $4.53 per month and an annuity of $217.73 per month would be paid until the youngest child became 18 or married, whichever occurred first. Check the advantages of this program now.

social security benefits



IF YOU ARE A CAREER Navyman you may receive not one, but two, monthly checks when you reach age 62. One check, of course, will be your retired pay from the Navy. The other check will come from Social Security.

Social Security not only makes your future look brighter, but protects your family's security today. If you were to become disabled or die you and your dependents would receive Social Security benefits in addition to those to which you are entitled as a Navyman.

Basically, Social Security is life, disability and old age insurance, backed by the United States Government. Navymen have been eligible to receive Social Security benefits since 1957. These benefits include:

- Monthly payments to you and your dependents when you retire at age 62 or later.
- Monthly payments to you and your dependents, regardless of your age, if you become so severely disabled that you cannot do any substantial work.
- Monthly payments to your dependents when you die.
- A lump sum death payment to your widow (or widower) or toward your burial expenses.

Extent of Coverage Governs Eligibility

Your eligibility to receive Social Security benefits depends on the extent of your coverage: Whether you are CURRENTLY INSURED or FULLY INSURED. Here's what those two phrases mean:

- You are CURRENTLY INSURED if you have Social Security credit for at least six quarters in the last three years. A quarter is a three-month period beginning on 1 January, 1 April, 1 July or 1 October. You will have earned a quarter of coverage for each quarter in which you pay Social Security tax on $50 or more of earnings. All Navymen now on active duty who have been in service more than 18 consecutive months are currently insured under the Social Security law.
- The number of quarters of coverage you must earn to be FULLY INSURED depends on the *year you will become 65* (62 if a woman). In the case of *survivors' benefits,* the number is determined by the *year of your death.*

The following table shows how many credits you will need to be fully insured:

TO BE FULLY INSURED

If you reach age 65 (62 for women) or die in	you will need credit for no more than this number of quarters	If you reach age 65 (62 for women) or die in	you will need credit for no more than this number of quarters
1963	12	1970	19
1964	13	1971	20
1965	14	1975	24
1966	15	1979	28
1967	16	1983	32
1968	17	1987	36
1969	18	1991 or later	40

The number of quarters of coverage you have determines only your eligibility, not the amount of benefits. Computation of the amount of monthly payments is based on average annual earnings and will be explained later.

Survivors' Benefits

In case of your death, survivors' benefits may be payable to:

- *Your widow*—If you are *fully insured* at the time of death your widow would also be eligible to receive Social Security monthly benefits at the age of 62. HOWEVER, you need only be *currently insured* at the time of death in order for your widow to receive monthly benefits if she is caring for your dependent child under 18. She will be entitled to receive monthly payments (even though under age 62) *only so long as your children are under 18 years of age and unmarried.*

Your divorced wife will also be eligible for Social Security benefits if she is caring for your child who is entitled to benefits and if before your death she was

dependent on you for her support according to a court order or agreement.

• *Your surviving children*—If you were either fully or currently insured at the time of death, your children would be eligible for Social Security benefits until they reach the age of 18 or marry, whichever is earlier, or beyond that age if totally disabled.

• *Your dependent parents*—If you are fully insured at the time of your death, your dependent parents may be eligible for benefits at the age of 65 (62 for women).

Your parents must establish proof of dependency with the Social Security Administration within two years of your death in order to claim Social Security benefits.

• *Lump-sum payment*—Your survivors may be eligible for a *lump-sum death payment* in addition to other benefits if you are either fully or currently insured under Social Security at the time of your death. The size of the lump-sum payment depends on your average earnings and is listed on the chart on page 84.

Old Age Benefits for You and Your DEPENDENTS

You will be entitled to *old age benefit payments* when you meet all of the following requirements:

- You reach age 65 (62 for women).
- You are fully insured (see page 82 for definition).
- You apply for monthly benefits.

Men may apply for reduced benefit payments at age 62. If you do, the amount of your monthly Social Security payments will be lowered proportionally. (If you apply for Social Security payments at age 62, your monthly checks would be about 80 per cent of your full retirement Social Security payments.) If you begin receiving payments at any age between 62 and 65 you will be ahead financially for about the first 15 years.

If you choose to begin receiving payments at an age under 65, your decision will be final and you will receive the reduced monthly benefits until your death. In case of your death, the rate of survivors' benefits for your dependents would not be lowered by your choice.

You may work and receive all your Social Security old age payments PROVIDED you do not earn more than $1200 per year. For each *two dollars* you earn over $1200 but under $1700, one dollar is withheld from your or your family's benefit payments. For every *dollar* earned over $1700, a dollar is withheld.

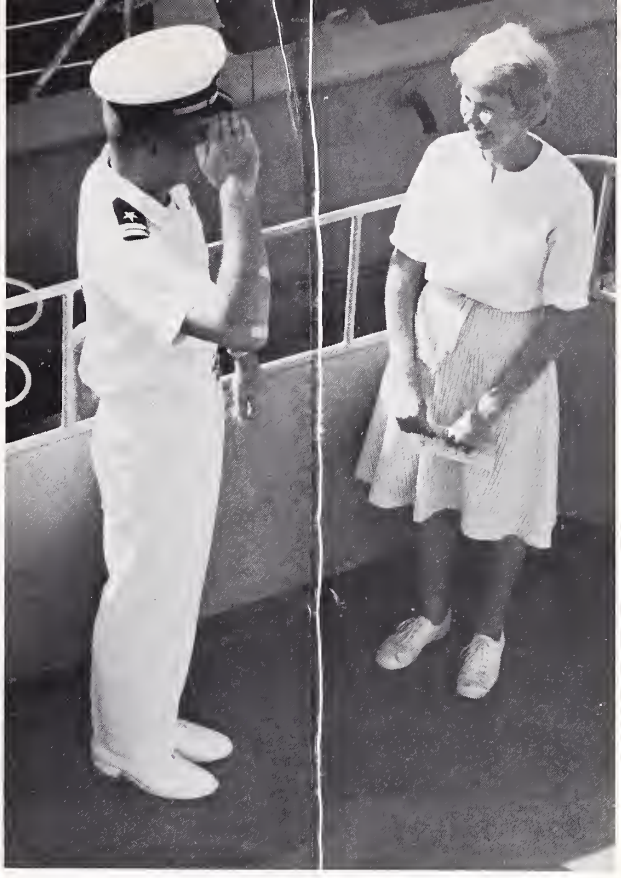
It is important to remember that *retirement pay, interest payments* and *insurance premiums* are not considered earnings under the Social Security laws. Limitation placed on the amount you may earn applies only to wages paid for work actually performed and not other sources of income, no matter how large.

Regardless of your total earnings, benefits will be payable for any month in which you neither earn wages of more than $100 nor perform substantial services in self-employment.

When you reach *age* 72 you may earn ANY amount and still receive the full Social Security benefits to which you would otherwise be entitled.

When you begin to receive old age Social Security benefits, your family may also be entitled to claim Social Security compensation:

• If your wife is 65 when you begin to collect old age compensation, she will also be entitled to monthly



benefits. She may begin to collect reduced benefits at age 62 if she chooses, but if she does her decision, like yours, will be irrevocable.

In the event of your death your wife's benefits will increase and will not be affected by her previous decision to collect reduced benefits. If your wife dies before you do, the amount of your payments will not change.

• If you have dependent children under 18 years of age or totally disabled children over that age when you become eligible for old age compensation, they, too, will be entitled to benefits. The total sum payable to any one family, however, is limited by law according to your average earnings. This limit is shown on the chart on page 84.

Disability Payments

If you become *disabled* before reaching age 65, you and your family may qualify for monthly disability payments. To be eligible you must have Social Security credit for at least 20 quarters in the 10-year period ending with your disablement.

The amount of disability payments is equal to the amount payable to you and your family if you retired at age 65.

You are not covered for partial disability under the Social Security laws. To be found disabled you must have a condition so severe that you are unable to engage in any substantial gainful activity. In other words, if you can't do your regular work, but can still find other substantial gainful employment, you will not be considered disabled and will not be eligible for Social Security disability payments.

When to Contact Social Security Office

If you die while on active duty from service-connected causes, it will not be necessary for your survivors

to apply for their Social Security benefits. This is because the application for VA Indemnity and Death Compensation (see page 00) is a a joint application which takes care of both VA and Social Security payments.

In all other cases you, your eligible dependents or your survivors must apply for benefits by contacting the Social Security Administration.

Your application must be made as soon as possible. Back payments may be made if the application is filed after the first month for which benefits are payable, but back payments cannot be made for more than 12 months. Application for the lump-sum death payment must be made within two years after death.

There are four times when you should contact the Social Security office nearest you and claim any benefits to which you or your family may be entitled. They are:

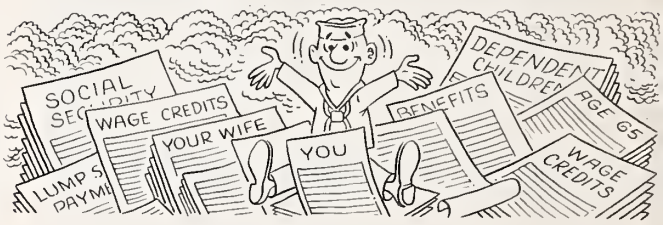
- When a worker in your family dies.
- When a worker in your family becomes disabled.
- Just before you reach retirement age.
- When you reach age 72.

Computing the Amount of Benefits

How much you and your dependents would receive from Social Security in any instance is governed by your average monthly earnings. Although exact amounts cannot be computed until you actually apply for benefits, you can arrive at an approximate figure by using the steps listed below (the procedure looks and is complicated, but it was set up this way in your best interests):

- *Step 1:* Count the years *after 1955* and up to the year you reach 65 (62 if a woman). If you reached age 26 after 1955 instead of following the above procedure, count from the year you reached *age 26*. (If the result is less than five, increase it to five.)
- *Step 2:* Now that you have the total arrived at in step one, select an equal number of years *after 1950*, in which your earnings were highest. The purpose here is to select the most productive years in computing your benefits. However, do not count more than $3600 a year for 1951-54; $4200 a year for 1955-58; $4800 a year for 1959 and after.

Your earnings as a serviceman prior to 1957 did not



fall under the Social Security laws. Under a provision of the Servicemen's and Veterans' Survivor Benefits Act of 1956, however, you may count $160 per month for years you were in the service between 1950 to 1957.

- *Step 3:* Get the average of your earnings by adding up your annual income in the selected years and dividing that total by the number you arrived at in step one. Next, see the chart on this page to estimate your benefits in any situation, according to your average yearly income.

When computing the amount of monthly payments, don't forget that the maximum amount payable to your family group (one wage earner) is limited by law, depending on your average income. The limit is listed at the bottom of the same chart showing the benefit amounts.

How You Are Taxed

Social Security tax is shared equally by you and your employer, the U. S. Government. Your portion is

Social Security Benefits

Examples of Monthly Payments

Average yearly earnings after 1950	$800 or less	$1,200	$1,800	$2,400	$3,000	$3,600	$4,200	$4,800
RETIREMENT								
Retirement at 65 or later Disability benefits	$40.00	$59.00	$73.00	$84.00	$95.00	$105.00	$116.00	$127.00
Retirement at 64	37.40	55.10	68.20	78.40	88.70	98.00	108.30	118.60
Retirement at 63	34.70	51.20	63.30	72.80	82.40	91.00	100.60	110.10
Retirement at 62	32.00	47.20	58.40	67.20	76.00	84.00	92.80	101.60
Wife's benefit at 65 or with child in her care	20.00	29.50	36.50	42.00	47.50	52.50	58.00	63.50
Wife's benefit at 64	18.40	27.10	33.50	38.50	43.60	48.20	53.20	58.30
Wife's benefit at 63	16.70	24.60	30.50	35.00	39.60	43.80	48.40	53.00
Wife's benefit at 62	15.00	22.20	27.40	31.50	35.70	39.40	43.50	47.70
SURVIVORS								
Widow 62 or over	40.00	48.70	60.30	69.30	78.40	86.70	95.70	104.80
Widow under 62 and 1 child	60.00	88.50	109.60	126.00	142.60	157.60	174.00	190.60
Widow under 62 and 2 children	60.00	88.50	120.00	161.60	202.40	236.40	254.00	254.00
One surviving child	40.00	44.30	54.80	63.00	71.30	78.80	87.00	95.30
Two surviving children	60.00	88.50	109.60	126.00	142.60	157.60	174.00	190.60
Maximum family payment	60.00	88.50	120.00	161.60	202.40	240.00	254.00	254.00
Lump sum death payment	120.00	177.00	219.00	252.00	255.00	255.00	255.00	255.00

deducted from your base pay each payday, is added to the government's share, and sent to the Director of Internal Revenue.

You only pay Social Security tax on the first $4800 you earn each year. Social Security taxes presently total three and five-eighths per cent of your taxable income ($4800), plus the equal sum paid by your employer. In 1966 this tax is scheduled to rise to four and one-eighth per cent and to four and five-eighths percent in 1968. After 1968, no rise is scheduled.

If too much tax is withheld from your pay because you have more than one employer, you may claim a refund on your income tax for that year.

You will pay Social Security tax as long as you are employed by a covered employer, even though you are fully insured or even drawing Social Security benefits.

Events That Stop Social Security Payments

Social Security payments to a wife or dependent husband stop when a divorce is granted. In the case of survivors' benefits, payment to a widow or widower cease upon remarriage, with the children's benefits remaining unaffected.

Payments to dependent children are usually stopped when the child marries or reaches age 18. If the child is mentally or physically disabled before reaching 18, the payments may continue.

Payments to a child stop if the child is later adopted by a person other than his stepparent, grandparent, aunt or uncle.

When any person receiving Social Security benefits dies, payments stop effective with the month of death.

If a person receiving disability payments recovers or returns to work his payments and payments to his dependents will continue until he has had a chance to test his ability to work. If a beneficiary goes to work despite a severe handicap, he can continue to be paid Social Security benefits for as long as 12 months. If a disabled person recovers, his disability payments will continue to be paid for a period of three months.



YOU DON'T HAVE to be an expert on the subject of insurance to be a policyholder. You should, however, understand your own life insurance policy, if you now have one, and know how to go about selecting the right policy if you don't.

A surprising number of Navymen do not have life insurance. Many have insurance that does not suit their individual needs. It is important that you select the type of insurance best suited for you and your family.

As a Navyman, the government will provide many benefits for your next of kin (see the section on survivors' benefits). However, these benefits are usually only enough to tide your dependents over until they can make other arrangements to supplement their income.

If you're one of the many Navymen who have no life insurance, you could probably ease a financial strain on your dependents in the event of your death by investing in a good life insurance plan now.

What exactly is insurance? How much do you need? What kind should you acquire?

Basically, life insurance is simply a cooperative, risk-sharing plan through which you are able to set aside part of your income regularly during your earning years in order to provide for the time when your income decreases or stops because of death, retirement, or declining health in old age.

It is relatively easy for you to meet these uncertainties when you have a life insurance plan that fits your individual needs.

Types of Insurance

Basically, there are four kinds of life insurance—Straight Life, Term, Limited Payment, and Endowment, each of which has several variations. Before deciding which plan is best for you, review the benefits of each.

Straight Life is the most widely used of all insurance plans, probably because it provides lifetime protection with relatively low premiums. It can be good, all-purpose insurance which meets many different needs and family situations.

You usually continue paying level premiums on a straight life plan for the rest of your life. However, if you reach a time when you no longer wish to continue the policy, you can take the cash value as a lump sum payment, you can continue receiving the policy's full protection for a given number of years without further cost, or you can receive continued protection for a lesser amount for the rest of your life.

As the cash value of a straight life policy builds up year after year, you can usually borrow against the policy whenever you need a loan—a useful feature.



When would straight life be your best buy? Suppose you're stationed overseas and your wife and children live with your mother back home. Your wife works, and your mother, who's a widow, let's say, takes care of the children. If you should die, your service benefits would take care of the wife and kids, but how about your widowed mother? To protect her, you might buy a straight life policy with her as beneficiary and your wife as contingent beneficiary.

Most likely, though, your mother would die before you or your wife, in which case the protection shifts to your wife. She'd need more protection then anyway, especially if you are no longer in the Navy.

Limited Payment Life is a popular variation of the straight life plan. This also provides lifetime protection, but limits the payment of premiums to a specific period such as 10, 20, or 30 years, or up to a certain age, usually 60 or 65.

The limited payment premium rates are higher than those for straight life, but the higher premiums build higher cash values.

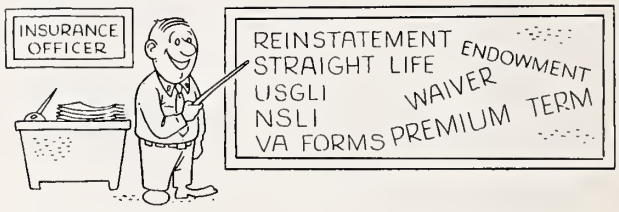
If you desire lifetime protection, but wish to limit premium payments to a definite period of time—the years your earning power is greatest, for instance—the limited payment life may be just what you are looking for. However, the high premiums may tend to limit the amount of protection you can afford.

Term insurance gives you temporary protection. The face value of a term policy is payable to your beneficiary if your death occurs during the term of the policy, which is usually anywhere from one to 15 years.

While you're young, the cost of term insurance is the lowest for any life insurance plan yet devised. While it is well adapted to many short term needs, however, it is not so well suited to a long haul family protection job. A term policy has no cash value, which means you've nothing to fall back on if you can't meet a premium. Also, the premium goes up each time the policy is renewed (if it's the renewable type).



If you choose term, your best bet might be a policy that is convertible—one you can exchange later on for



a permanent form of insurance at a higher premium. Not all term policies have this privilege.

Renewal and conversion privileges are important, as they give you the right to continue the protection later on, even though you might not otherwise be able to qualify because of sickness.

Term insurance would probably be your best buy if you want to provide additional protection on your life while your children are growing up. During such periods, you usually need maximum insurance protection at a minimum of premium outlay. Another typical use of a term policy is to guarantee the repayment of a mortgage on your home if you should not live to do so yourself.

Endowment policies, which are essentially insured savings plans, provide for the payment of the policy's face value to you, at a future date selected by you, or, if you die before that date, to a person named by you.

Premiums for endowment policies are higher than those for any other basic type of insurance. Therefore, because of its emphasis on savings, an endowment plan gives less protection per premium dollar than any other type.

An endowment policy might be just what you need if you're in your late thirties or early forties, and your children are fairly well grown. You would receive some protection, and at the same time would be building an income for retirement.

A younger man, however, probably needs protection more than savings, so one of the other three types of policies may be better suited.

Which Type for You?

There are many variations of these four basic types of insurance. Many policies have been developed to meet special needs. All special purpose policies are combinations of two or more of the basic policies with, perhaps, an annuity element added.

For example, if you have large family protection needs and a limited income, a term policy may not be the answer, even with its low premium rate. Your protection needs continue for life, and the term policy doesn't.

On the other hand, a straight life policy would provide permanent protection, but you probably couldn't afford enough of this type to do the job.

In such a case you should consider a Family Income

or a Family Protection policy, both of which usually combine, in slightly different ways, the permanent protection of straight life with the cheaper, temporary protection of term.

The permanent portion of most family plans runs for life. The term portion usually lasts for 10, 15, or 20 years, and covers the period when your children are still growing and your protection needs are the greatest. The term insurance in these policies costs less than if you bought it separately.

Nearly all life insurance policies state that the policy benefit (face value) will be paid as a lump sum of money. However, you or your beneficiary may find it wiser to choose one of many settlement options, under the terms of which the proceeds of the policy at maturity will be held by the company, which then begins paying a regular income in place of the lump sum. The use of the option eliminates the danger that the proceeds, if paid in one large bundle of money, might be poorly handled or misspent by the beneficiary.

Option payments may be arranged on an annual, semiannual, quarterly, or even monthly basis. You should insist that your insurance agent spell out all the variations of option settlements under the policy you select.

Your Insurance Officer

Before deciding on the type of insurance best suited for you and your family, it would be wise to visit your Insurance Officer. He will not tell you what type of policy to buy, but he can pass on to you some of his business knowledge of insurance matters.

Your Insurance Officer's helpfulness in selecting an agent or company is limited because, frankly, he is not authorized to recommend a specific commercial concern. He will probably tell you to select your company and agent by making inquiries among your family and friends.

Or, he may point out that membership in a nonprofit organization, which provides group life insurance for servicemen and their families at low premium rates, may be a good bet.

In any case, you should make sure your insurance agent is the kind of man you can consider a trusted adviser. A good agent has been given extensive training by his company, must hold a state license to practice his profession, and in many states must pass a written exam before he can qualify.

Your agent should represent a sound, reputable company. One way to learn important facts about a company is to obtain from the agent or the home office a copy of the latest annual report to policyholders. Reports generally cover such subjects as the varied activities of management, the company's objectives, its problems, its accomplishments, and a record of its financial results.

How Much Insurance?

Exactly how much insurance you need is for you to decide. Your Insurance Officer can go over your financial status with you and advise you as to how much you could afford to pay for insurance each year.

Obviously, if you're a married man with several children, your insurance needs would be greater than those of an unmarried Navyman who would not leave behind someone who was dependent on him. Therefore, your insurance requirements will vary as your family grows.

Many insurance agents will tell you there's no limit to the amount of insurance you should have. However, there is usually a definite limit to the amount of premiums you can afford to pay each year, and you shouldn't be in the category of "insurance poor," as are some Navymen who each month pay a good share of their pay check to insurance companies. This, of course, is neither wise nor advisable.

Any insurance money you leave your family after your death is in addition to the benefits they receive



from the U. S. government. You aren't expected to leave behind a widow who is rich on your insurance—just comfortable.

Don't, however, let the money side of insurance buying influence you to the extreme that you choose one policy over another simply because it's cheaper. The important consideration is to select the policy that best fits your needs and pocketbook. Your Insurance Officer can help by explaining how you should go about comparing the cost of policies in different companies.

Another point to remember in selecting insurance is, of course, to read the fine print. Many policies, for example, contain clauses which state the policy will not pay off should you die in an aircraft accident or are

killed in a war. If you're an airdale, a policy with an aviation clause is obviously not designed to suit your needs.

Finally, even though the Navy permits you to pay your insurance premiums under the allotment procedure, and allows life insurance companies to present their policies to you at your station, this should in no way influence your selection of a company or agent.

Government Insurance

Selecting the right kind of commercial insurance may be unnecessary if you hold one of three types of government coverage which have been issued at different times, none of which is now being written. Individual servicemen may have retained one or another type of policy.

U. S. Government Life Insurance (USGLI), issued during World War I, was discontinued in 1940. A few old-timers still have it.

National Service Life Insurance (NSLI) took up where USGLI left off, and was available to Navy men and women who served during World War II. In 1951 it was replaced by the Servicemen's Indemnity program which provided $10,000 worth of free insurance. This was discontinued at the end of 1956.

Today you have the benefits provided by the Servicemen's and Veterans' Survivor Benefits Act which has been in effect since January 1957. Therefore, except for service-connected disability insurance, and the renewal and replacement of certain NSLI and USGLI policies, the government does not enter into any new contracts.

If you *once held* an NSLI policy, you CANNOT renew or reinstate it IF your policy was not in force on or after 25 Apr 1951, OR if you:

- Let your policy lapse during a break in service of more than 120 days.
- Surrendered your policy for cash, but failed to renew or reinstate it during a break in service of more than 120 days.
- Had a term policy under waivers, but failed to resume premium payments during a break in service of more than 120 days.



If you have an NSLI policy which is classed "Five Year Level Premium Term," you may be interested in knowing that if you started your policy at age 35 and should live to age 94, trying to keep your term insurance all the way, the total premiums you'd have to pay on a $10,000 policy would add up to almost $74,000.

That's why your Insurance Officer would probably advise you to convert your term insurance to a permanent plan under which you pay a fixed monthly premium for the rest of your life, rather than what appears to be a low premium to start with, but in later years increases as you renew your term plan.

Incidentally, if you're a GI life insurance policyholder and haven't kept the Veteran's Administration informed of your address, you are urged to do so by writing the VA Insurance Center, 5000 Wissahickon Ave., Philadelphia 1, Pa. Give your name, serial number, VA insurance number, and current mailing address. As a policyholder, the VA wants to know where you are at all times. And, the VA has thousands of NSLI and USGLI life insurance dividends on hand that can't be mailed out to policyholders because of invalid addresses.

Don't Let it Lapse

Another tip from the VA: Don't put off making monthly insurance payments until "next payday" if you can avoid it. Thousands of Navymen have learned the hard way that a habit of using the 31-day grace period as an excuse to delay payment can mean a lapse in insurance.

Too many men forget their payment deadlines, allowing their policies to lapse, often at a time their dependents need the protection the most.

VA officials advise you to make up any monthly payment that may be overdue, and, if you must use the grace period, don't delay payment so long that you forget it.

This warning could also apply to any commercial insurance you have, which probably has a similar grace period for payment of premiums.

Check That Waiver

You are urged to keep a constant check on the status of your government insurance, particularly in regard to waiver clauses. If you are a permanent plan NSLI or USGLI policyholder, are paying premiums by allotment, and have not notified the VA to terminate your in-service waiver of premiums, the financial future of your family might be at stake in the event of your death. Also, your family might be affected if you still have term insurance under in-service waiver of premiums.

What does it mean when you have your government insurance under waiver? It means that, in the case of term insurance, the insurance is still in effect, even though you are not paying premiums on it. It will remain in effect until you cancel it, or leave the service. In the case of permanent government insurance, it means the government is paying the "pure insurance risk" portion of your premium, and you may be entitled to a refund. This may sound fine to you, but it also means something else, which is very important.



When you have your NSLI or USGLI insurance under waiver *it means you are giving up the benefits* of the Survivor Benefits Act.

The Servicemen's and Veterans' Survivor Benefits Act, which went into effect on 1 Jan 1957, established a new system of compensation for death resulting from a disease or injury incurred or aggravated in line of duty. This is Dependency and Indemnity Compensation.

Before that time, NSLI and USGLI Permanent policyholders were paying only a portion of their insurance premiums, and the government was paying the balance. Term insurance holders were having their entire policies paid by the government.

Under the new law, each policyholder was given an option either to continue his policy as it was, or cancel his in-service waiver and commence paying his own premiums.

What many don't realize is that under law, if you die while you have NSLI or USGLI in force under in-service waiver of premiums, no dependency and indemnity compensation under the Survivor Benefits Act will be paid to your family. You would come under the old law, and this could mean a substantial loss to your widow, children, or both.

For the most part, married Navymen can provide better for their survivors by canceling their in-service waivers and resuming payment on their NSLI or USGLI policies. In this way, survivors are eligible for full benefits under the Survivor Benefits Act, and for the NSLI or USGLI insurance on which you have been paying premiums.

In the case of term insurance, if you register an allotment for payment of premiums, the in-service waiver of premiums will be canceled automatically. *If you are not paying premiums on term insurance, and if you have not canceled the in-service waiver of premiums, your policy is still in effect, but under waiver.*

If there's any doubt, the best thing to do is write to the VA Insurance Center and ask them to terminate the waiver, and you then may resume the premium payments. Only in this way will your dependents get the full benefits of both NSLI (or USGLI) and the Survivor Benefits Act.

If you write to terminate the waiver, but don't resume premium payments, the policy would lapse automatically. In such a case your dependents would be covered by the Survivor Benefits Act, but not by NSLI or USGLI.

Be sure to ask the VA Insurance Center about your reinstatement rights when you cancel your waiver. Each case can be different, but basically, if you have been on active duty continuously since 1 Jan 1957, you may acquire a new policy based on your present age any time before 120 days after separation.

In the case of permanent plan insurance, even if you have an allotment for payment, your insurance may still be under waiver. This would be the case if your allotment does not cover the full premium, only part of it.

Many permanent plan policyholders paying premiums by allotment figure that no further action is necessary to terminate waiver. This is not true. If you wish to cancel your waiver on a permanent plan policy, submit a request in writing to the VA to "Cancel Section 622 waiver."

As always, when writing to the VA, make sure you include your full name, present and previous service or file number, date of birth, policy number (or numbers) if known, and permanent mailing address.

Additional information concerning in-service waiver of premiums is contained in NavPers 15947. Your Insurance Officer probably has a copy. And, if you have five or more children, you might check with your Insurance Officer about additional benefits under the old and new laws.

In any event, whenever you're confronted with an insurance problem, see your Insurance Officer. He's with your command to help you. Now is a good time.



survivors' benefits



WHAT WOULD YOUR FAMILY do should something happen to you? Funeral expenses? Bills? Medical care? Who would provide for them?

You should know that, as a Navyman, in case of death in the line of duty your family's security will be provided by the United States Government.

It isn't necessary for a Navyman's family to know how to cope with all the inevitable red tape in case of death but, as a matter of course, the proper documents should be on hand.

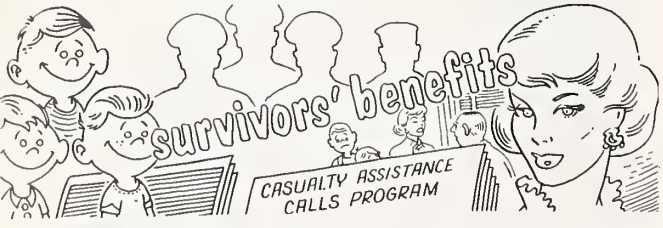
The Navy recognizes the likelihood that, should you become a casualty, your dependents would not be emotionally capable of facing the immediate paperwork necessary to assure the receipt of benefits to which they are entitled. For this reason the Navy has instituted the Casualty Assistance Calls Program (CACP).

In the event of a Navyman's death, whether on board a ship or naval station, the Navy would notify his next-of-kin by message. The message would convey the sympathy of the Navy as well as the notification of death.

If a Navyman dies while on leave or at home, it is important for his wife or dependents to notify, if possible, his commanding officer. If the survivors cannot contact his commanding officer, the nearest naval activity should be notified of the man's name, rank or rate, service number, home address and any available details concerning his death.

If neither the commanding officer nor the nearest naval activity can be contacted, dependents should notify the Chief of Naval Personnel, Casualty Branch, Navy Department, Washington, D. C., 20370, by collect telegram.

Within 24 hours after the receipt of the death message, or after the Navy has been notified, a Casualty Assistance Calls Officer (a commissioned officer, often a Navy chaplain) will call on the wife of the deceased Navyman. From this point on, the officer will assist her in any way possible, including (but not limited to):



arranging transportation, child care, and submitting the proper claims. Chances are, as far as paperwork is concerned, the Navyman's wife will have to do little more than sign her name.

Although the CACO will handle the paperwork, you and your wife should understand the benefits due to the family of a Navyman dying as a result of service-connected causes.

What is a service-connected death? Usually, when a Navyman dies while on active duty, his death is considered service-connected. For instance, should he die of an automobile accident or an illness while on leave or authorized liberty, his death would probably be considered service-connected. However, if his death resulted from his own misconduct (recklessness or driving while intoxicated, for example) his dependents might not be entitled to Dependency and Indemnity Compensation and other benefits.

If a Navyman dies while on active duty, and death is service-connected, his dependents would be entitled to:

- Death gratuity.
- Unpaid pay and allowances (arrears in pay).
- Government transportation to a place of his wife's choice.
- Shipment of household effects from his last duty station.
- Dependency and Indemnity Compensation (DIC).
- Defrayment of funeral expenses.
- Medical care and commissary and exchange privileges (if the Navyman leaves a widow).
- Preference in federal employment (in some cases).

Now let's take a closer look at these benefits.

Six-Month Death Gratuity

The death gratuity is a lump sum equal to six months of the Navyman's basic pay at the time of death (plus special, incentive and proficiency pay, but not including any allowances). The law specifies that the death gratuity will not be less than $800 nor more than $3000.

For example, a man in pay grade E-5 with more than three years in service but less than four, dies. His wife would receive a death gratuity of $1320 (basic monthly pay of $220 multiplied by six).

If the Navyman's wife is residing with him at the time of death, the death gratuity payment will probably come within 24 hours. In any case, since this payment is intended to meet emergency needs, it will be paid as soon as possible.

Dependents of servicemen are eligible to receive the death gratuity if the serviceman dies of service-connected causes while on active duty, active duty for training, or within 120 days after separation from military service.

Unpaid Pay and Allowances (Arrears in Pay)

This is money due on a serviceman's pay account, and will be paid to the *beneficiary listed* on the *Emergency Data Record* (NavPers 601-2—is yours correct?). Arrears in pay include allowances for travel, per diem and savings deposits due at the time of death.

The pay of a serviceman would stop the day he is determined to be dead, of course, but under certain circumstances the evidence of death may be inconclusive, in which case the individual will be continued in a missing status. During this period his pay and allowances accrue and may amount to a large sum.

Settlement for back pay can be expected to take about a month after a serviceman is determined dead.

Burial Expenses

The Navy will defray all or part of a Navyman's burial expenses, depending on the type of arrangements made. If the next-of-kin wish the Navy to arrange for

undertaking services, then all expenses will be paid by the government.

Regardless of whether arrangements are made privately or through the military, the government will pay for funeral and interment expenses as follows:

- When remains are consigned directly to a national cemetery, the government will pay up to $75.
- When remains are consigned to a funeral director before interment in a national cemetery, an amount not to exceed $125 will be paid.
- When interment is made in a private cemetery, the government will pay an amount not to exceed $200.

Whether interment is in a national or private cemetery, a ***headstone*** will be furnished, but if interment is in a private cemetery, a request must be made. A ***flag***—the U. S. national ensign—may also be provided to drape the casket and is later presented to the next-of-kin.

Burial in a ***national cemetery*** is a privilege of all Navymen who have served in peace or war providing



their last service terminated honorably. An unremarried widow, husband or minor dependent may also be buried there if space is available.

Dependency and Indemnity Compensation

The unremarried widow of a serviceman, under the Survivors' Benefits Act, will be eligible for monthly compensation provided his death is *service-connected* (see page 90).

The amount paid each month to the widow totals $120 plus 12 percent of the Navyman's basic pay at time of death. (When military pay is altered the new scales usually apply, depending on his rank or rate and longevity at the time of death.)

For example: A man in pay grade E-6, with over 4 years' service and less than 6, dies while on active duty. His monthly basic pay was $260. His widow will receive $120 plus $32 (12 percent of his basic pay, rounded to the next highest dollar), a total of $152 per month for the rest of her life or until she remarries. This compensation is tax free.

However, here's an important point for some military personnel: *If you ever held U. S. Government Life Insurance or National Service Life Insurance and if you executed a waiver so you could obtain free premiums, you must have discontinued your waiver before your death to qualify your survivors for the usually higher death compensation rates under the Survivors' Benefits Act* (see the section on insurance).

The same monthly payment of Dependency and Indemnity Compensation may be made to survivors of *veterans who die of a service-connected cause*. The death compensation will also be made whether the deceased servicemember was USN or USNR, and whether the death was during peacetime or wartime.

Compensation for Children

If a Navyman's widow is eligible for Dependency and Indemnity Compensation, no extra payment will be added for children except when attending college. (Social Security payments for dependent children, however, *may* be available—see page 83.)

However, when a child is NOT residing with the widow, who is eligible to receive Dependency and Indemnity Compensation, an amount will be paid monthly to the child's custodian and the widow will receive a reduced amount.

When there is no widow eligible for DIC (for instance if wife is divorced, deceased or has remarried), it is payable to the children on the following basis:

- One child ..... $77 per month
- Two children ..... $110 per month
- Three children ..... $143 per month
- More than three children, $143 per month plus $28 per month for each additional child.

When payment is made to children, the total is divided equally among them. Compensation normally stops when a child reaches the age of 18, but may be continued to 21 if he is in school, or in some instances, as long as the child is helpless.

A Navyman's parents may also be eligible for Dependency and Indemnity Compensation. (DIC may be paid concurrently to both the widow and parents. Payments to a parent or parents will be computed on the basis of their annual income.) Parents may become eligible for Dependency and Indemnity Compensation regardless of whether or not they were dependent on the serviceman at the time of his death, and they may begin to collect DIC at such time as their annual income falls below specific amounts. For example a single parent whose income is slightly less than $1000 would be eligible for a monthly DIC payment of $60.

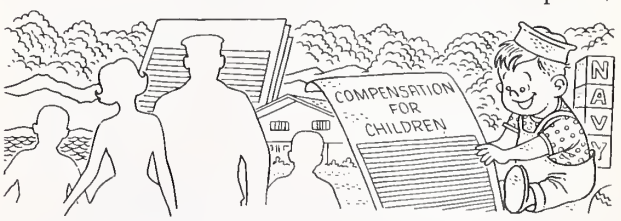
Medical Care, Commissary & Exchange Privileges

If a Navyman dies on active duty his unremarried widow will be eligible for commissary and exchange privileges. She will also be entitled to medical care in uniformed services medical activities where facilities are available. (See MEDICARE, this issue, page 13.)

Government Transportation for Dependents

Dependents will be eligible for government transportation from the place where the death notice was received to any place they may designate. This travel is not limited to your official home of record.

If survivors perform the travel at their own expense,



they may be reimbursed at the regular rates for dependents' travel.

Transportation of Household Goods

Dependents of the deceased serviceman would also be eligible to ship their household goods to their new home, provided: Shipment takes place within one year of receipt of the death notice; and shipment is from his last duty station or the place the Navyman's goods are stored.

In addition to household goods, one privately owned automobile may be shipped to the same destination as the household effects, provided the auto is located out-

survivors' benefits

side the continental United States at the time of death. The Navy will also pay for as much as six months' storage of household effects in connection with the shipment.

Preference in Federal Employment

If a man served honorably during a war period or during the period 28 April 1952 through 1 July 1955, his unremarried widow will be eligible for preference in federal employment. Preference in federal employment includes an addition of 10 points to her earned rating in Civil Service examinations and may include preference in appointments and reinstatements.

Under certain circumstances, a mother of a Navyman who dies in the service may also be entitled to preference. Further information may be obtained from any U. S. Civil Service Office or post office.

Other Survivors' Benefits

Benefits not yet mentioned include certain Social Security benefits (see SOCIAL SECURITY, this issue) and homestead privileges.

Homestead rights (preference in staking claims to government land for purposes of establishing a home) may be available to a serviceman's unremarried widow if he dies on active duty or is an eligible veteran. Further information may be obtained from the Bureau of Land Management, Department of the Interior, Washington 25, D. C.

Should a Navyman die on active duty, his personal effects would, of course, be sent to his next-of-kin, heir, or legal representative. If these personal effects are lost or damaged in connection with naval service, a claim for reimbursement may be submitted.

important papers



RECENTLY A commanding officer of a typical U. S. Navy activity conducted a study of the after-death financial arrangements his men had made for their dependents. He uncovered some startling facts. For example:

- Of 13 deaths which occurred within the activity over a one-year period, 12 were abrupt. Only one was the result of a long illness during which the man had time to make financial and legal arrangements.
- Only one had made a will.
- Only four of the 13 carried commercial life insurance.

These men could, and should, have done much more to ease the legal and financial burdens with which their dependents were suddenly saddled. In most of these cases, for example, the men had not established joint ownership of property with the right of survivorship. The property of the few who had done so was soon passed to their wives, and not tied up pending probate of the remainder of the estate.



Don't wait for a more convenient time to make financial and legal arrangements to meet your family responsibilities in the event of a fatal accident. A better time than now will never come.

The importance of keeping your affairs in order—and on record—can't be overemphasized. Do you know where all your important papers are? Does your wife? Are they in a safe place? If you or your wife are involved in an accident, or should become seriously ill, would these documents be readily available to the other? Have you taken the necessary legal steps to safeguard your interests?

The Navy doesn't want to meddle in an individual's personal affairs. However, certain courses of action are suggested for your consideration to avoid extra hardships for your dependents in the event of your death.

Have You Made A Will?

Your property, in your opinion, may be of little value. At the moment you may have only two nickels in your pocket. But this situation could change. After reviewing your individual needs, your legal officer might suggest that you execute a will. You could then rest assured that your two nickels, plus the odds and ends you later accumulate, will go to the person you designate, rather than be disbursed according to the state law of descent and distribution.

A will is simply a written declaration of your wishes. Normally it names the person or institution (executor) who will see to it that your possessions are distributed as you wish. If children are involved, the will should also name a guardian to care for them in the event the serviceman's wife dies before him, or if both parents should meet death in a common disaster.

Some legal authorities do not recommend use of a standardized will form, such as the one on page 94. Others believe that a standard form will is better than

no will at all. See your Legal Assistance Officer to determine whether or not the form will satisfy your particular needs.

In any case, your will should be prepared in accordance with your wishes and the laws of your state of residence. Preparation or revision of a will should be done only with the advice of an attorney or your legal assistance officer. Don't be a do-it-yourselfer in this matter.

Many Navymen have wills that were drawn up during World War II or the Korean conflict. If your will was made some time ago, you should review it to make sure it still expresses your wishes. Don't let it get out of date. But, don't change your will by scratching out, writing over, or adding in any way unless you have legal supervision.

And, remember these points:

- Don't write a will yourself. Act only with professional guidance, available at your legal assistance office.
- Sign only one copy of your will.
- Designate a trust company or someone with good business sense as executor. Don't choose your executor as a sentimental gesture.
- Be sure you review your will when moving. Laws vary from state to state.
- If you consult a lawyer, don't hesitate to ask about the cost of drawing up a will.

Personal Affairs Record

As important as your will is, the need to let your survivors know of other arrangements you have made cannot be overemphasized. The simplest way to accomplish this is to make your own personal affairs record (see sample, p. 96), or better yet, ask your legal assistance officer for a personal affairs record form.

Your wife probably knows your service number, place and date of birth, and other general facts, but it would be most helpful if you assembled all this information into one neat package. Then, facts about you will be readily available in the event several different agencies ask for information. The personal affairs record should also include the name and address of your lawyer, or a trusted friend who may be consulted about your personal or business matters.

Military Records

It's also wise to maintain a permanent file of all records pertaining to your naval service. Save copies of orders, papers showing dates on which you received medical attention, discharges, and other data about your military history. Information from these records is often required for VA forms, and having such data on file may help you or your survivor expedite claims or receive benefits.

Record of Emergency Data

Is your NavPers Form 601-2 (formerly DD Form 93-1) up to date? It's up to you to keep it accurate. The purpose of this form is to insure current information for use in the event of death or serious illness or injury. It becomes part of your record when you first enter the Navy, and is one of the most important papers you will be required to complete during your career. The NavPers 601-2 provides information concerning:

- Person to be notified in case of emergency.
- Person to receive death gratuity or unpaid pay and allowances.
- Person to receive special allotment if you become missing in action, or are in any way prevented from returning to naval jurisdiction.
- Your commercial insurance companies, which will automatically be furnished certification of your death.



If your NavPers 601-2 is not current and accurate, notification of the persons who should receive emergency information could be delayed, quite possibly with tragic results. For example, immediate payment of the death gratuity might be made to a person not legally entitled, or, if no widow or children survive, to someone other than the person of your choice. Settlement of unpaid pay and allowances might be made to other than your current next of kin. If you are missing,



your funds might not be handled as you would desire.

Births, deaths, marriages, divorce, remarriage, change of address—these are just some of the items which could make your Record of Emergency Data obsolete, no matter how recently you've filled one out. So, if any changes have affected your situation, see your Personnel Officer. It may be time for a new NavPers 601-2.

Power of Attorney

A power of attorney is a legal document in which you give another person the power to act as your agent, either for some particular purpose or for the transaction of your business in general.

The power of attorney may be very useful, particularly while you are overseas or stationed on board ship. But you should remember that the agent who holds such power has—within the limits granted—full authority to deal with your property without consulting you. You should give a power of attorney only to someone who is completely trustworthy.



Be sure to consult your legal assistance officer before issuing a power of attorney. Then, notify your next of

LAST WILL AND TESTAMENT OF .....
(Name)

I, ..., (Name) a member of the naval service and a legal resident of the State of ....., (State) being over 21 years of age and of sound and disposing mind and memory, do hereby make, publish, and declare this instrument to be my last Will and Testament, hereby expressly revoking all former wills and codicils by me heretofore made.

FIRST: I hereby appoint my wife ....., (Name of wife) as my sole executrix of this my last Will and Testament, to serve without bond. In the event of the death of my wife, prior to my decease, I hereby appoint ....., (Name of substitute executor) ....., (Address of substitute executor) as my executor of this my last Will and Testament, to serve without bond.

SECOND: It is my will that all my just debts and funeral expenses be fully paid.

THIRD: I give, devise, and bequeath all my property, real, personal, and mixed, whatsoever and wheresoever located, to my wife, ... (Name of wife) to have and to hold as her property absolutely.

FOURTH: In the event that my wife, ... (Name of wife) does not survive me, or if she and I should die simultaneously as a result of a common disaster, I give, devise, and bequeath all my property, real, personal, and mixed, whatsoever and wheresoever located, to my children, ... (Names of children) or any child or children hereinafter born of our union, equally, share and share alike, and in such event, I appoint ....., (Name and address of guardian) as guardian of my children. In the event any such child dies in my lifetime or before attainment of age 21, without leaving issue, I bequeath and devise the share, hereinbefore bequeathed and devised, to the survivors, equally, share and share alike. In the event any child dies in my lifetime, or before attainment of age 21, leaving issue, I bequeath and devise the share, hereinbefore bequeathed and devised, to such issue equally, share and share alike.

FIFTH: In the event of entitlement of any child or children to a share of my estate as set forth in the above paragraph who shall not at my death have attained the age of twenty-one years, then I give, devise, and bequeath the share of such child or children to ....., (Name and address of trustee) hereinafter called my trustee, to take, hold, receive, manage, invest, and reinvest the same, and to apply such part thereof, including income and principal, as such trustee deems fit for the education, support, and benefit of such child until he or she shall attain the age of 21 years, at which time there shall be transferred to him or her their principal sum and accumulated income so held in trust.

SIXTH: My trustee in addition to and not in limitation of any power he possesses by law, shall have the following powers:

(a) To sell any real estate which may at any time form part of the trust fund for such prices, upon such terms, in such way, and for such interests and estates as the trustee deems best, and to make deeds therefor to the purchasers without obligations on the purchaser's part to see to the application of the purchase money.

(b) To repair, alter, or improve real estate.

(c) To invest and reinvest, from time to time, at discretion, not being confined to what are known as "legal investments," any statute to the contrary notwithstanding; this power includes the power to invest in common and preferred stock.

(d) To purchase investments at a premium and to charge the premium to principal or income, or partly to principal and partly to income, as the trustee deems best.

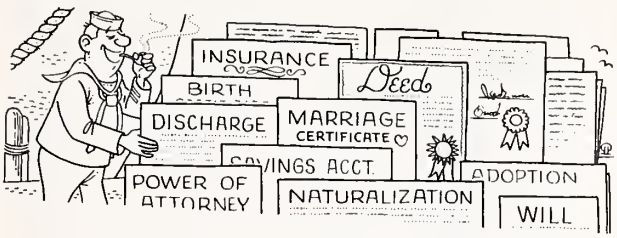
(e) To sell my securities or other personal property which may at any time form part of the trust fund for such prices, upon such terms, and in any such way as the trustee deems best, and to make transfers and assignments therefor to the purchasers, without obligation on their part, to see to the application of the purchase money.

IN WITNESS WHEREOF, I have hereunto affixed my hand and seal this .....day of....., 19..... ..... (SEAL)
(Name of testator)

The foregoing instrument, consisting of .....
(Number of pages)
pages, was on this .....day of....., 19....., subscribed at the end thereof by .....
(Name of testator)
the above named testator, and by him signed, sealed, published, and declared to be his last Will and Testament, in the presence of us and each of us, who thereupon, at his request, in his presence, and in the presence of each other, have hereunto subscribed our names as attesting witnesses thereto.

..... (Witness)	..... (Address)
..... (Witness)	..... (Address)
..... (Witness)	..... (Address)

kin. Such information should also appear on your Personal Affairs Record. (For more details on power of attorney, see sample form which appears below.)



Important Papers You Should Have

It is suggested that you have readily available to your wife, or some other trustworthy person, such as the executor of your estate or a bank, the following documents and other papers important to your family.

- Birth certificates. One for each member of your immediate family.
- Naturalization papers (if not born in the U. S.).
- Marriage certificates (including former marriages of you or your wife).
- Court orders. Any that pertain to support and custody of your legal dependents.
- Divorce decrees.
- Death certificates (of children, former wife, or former husband of your wife).
- Deeds and mortgage documents.
- Insurance policies.
- Bank accounts. Also savings bonds and securities.
- Wills.
- Power of attorney.
- Proof of service and other important Navy documents.

Power of Attorney
(sample)

KNOW ALL MEN BY THESE PRESENTS, That I, ...

.....,

rate ar rank ..... presently on active duty in the U. S. Navy, residing in the city af ..... County of ....., State of ..... do hereby constitute and appoint ..... of ....., my true and lawful attorney for me and in my name, place and stead:

To lease, let, take possession, bargain, sell, assign, convey, pledge, mortgage and encumber, repair, insure and generally manage, any and all property, bath real and personal, which I own, or may hereafter acquire from any source; to sign, execute and deliver any and all legal documents in connection therewith, and in all ways and in every way to deal with all property real and persanal which I may at any time hereafter own, and with all rights or interest at any time owned or possessed by me with respect to any such property, and with all or any part of such property, rights, and interests, in every and all lawful ways in which I could myself deal with such property, rights, and interests, and each part thereaf. To canvey, waive, release and relinquish all and every dawer rights, all and every homestead estates, and all and every rights under and by virtue of the hamestead exemption laws. To deposit any monies received from any source whatever for me, and in my name with any bank, and to draw and deliver checks in my name against said monies and any ather monies there deposited in my name or ta my credit; to endorse, discount, sell, assign, negatiate and extend upon such terms as my attarney may deem best, all checks, drafts, notes, bills of exchange, trade and bankers' acceptances, and other negatiable or non negotiable papers, payable to me or to my order; and to accept and pay any nate, draft, check trade acceptances or bills of exchange drawn upon me in relatian to said matters; ta sell, transfer, and assign all and any stock, or certificates thereaf, standing in my name, and to collect all dividends, caupons and interest on any stock, bonds, or other securities naw or hereafter owned by me; to ask, demand, sue far, recover, collect, settle, compound, compromise and adjust, by payment or otherwise, any and all debts, claims or demands due or became due to me or against me, and to make, give and execute full release, acquittance ar other discharge for the same, whether under seal or otherwise; to execute vauchers in my behalf for any and all allowances and reimbursements properly payable ta me by the United States; ta take possession and order the remaval and shipment af any of my property from any post, warehouse, depot, dock or other place of storage or safekeeping, gavernment or private; to execute any forms which may be necessary to affect an allotment of ar deduction from my pay and allawances, to execute any form which I may be required to execute in cannectian with obtaining dependency allowances under any authority statutory or otherwise; to do all things necessary concerning any insurance policies, including the right to change beneficiary.

I da hereby give full power to perform all and every act and thing whatsoever requisite and necessary ta be done in and abaut my affairs as full ta all intents and purposes as I might or could do if personally present at the doing thereof, with full pawer of substitution ar revocation, hereby ratifying and canfirming all that my said attorney substitute shall lawfully do or cause ta be done by virtue hereof:

I HEREBY DECLARE that any act or thing lawfully done hereunder by my said attorney, shall be binding on myself and my heirs, assigns, legal and personal representatives. I hereby ratify all that my attarney may do in the premise by virtue of this Power of Attorney, which shall remain in full force and effect until written notice of its revocation, signed by me, shall have been received by the grantee herein.

IT IS MY FURTHER INTENTION that all express words and terms, used herein granting pawers and rights be construed in their broadest sense ta include all synonymaus terms and implied powers thereunder.

IN WITNESS WHEREOF, I have hereunta set my hand and seal this..... day of ..... , A. D., 19 .....(SEAL)

IN THE PRESENCE OF:

.....

.....

ss.

STATE OF
COUNTY OF

BE IT REMEMBERED, that on the day af A. D., 19 personally came before me the above-named ..... , to me known to be the person wha executed the foregoing letter of attorney, and acknowledged the same to be his free and voluntary act and deed, for the uses and purpases therein mentioned.

Natary Public for

MY COMMISSION EXPIRES

.....



Keep Your Papers Safe

Are your important papers stowed away in a safe place? A safety deposit box, with the right of entry given to your wife or other trusted individual, is one of the safest places to keep vital documents.

However, make sure your next of kin has easy access to these papers. If they are stored in a safety vault, for example, and your wife doesn't have right of entry, your after-death arrangements may grind to a halt pending court order to open the vault.

Make every effort to retain the original of all these documents. Further, it's advisable to have plenty of photostatic copies certified by the custodian of the records. (Photostatic copies may not be made of naturalization papers. If you are a naturalized citizen and must verify your citizenship to some state or federal agency, such verification may be obtained by applying to the Immigration and Naturalization Service. Do not give your original naturalization certificate to any other agency.)

Photostatic copies of the other documents will prove valuable. Many of the agencies to which a Navyman or his dependents apply must take simultaneous action, and cannot do so if they must wait until some needed document is released by another agency considering a separate claim.

These documents you should have may be obtained from various sources. If you are unable to procure them, your legal assistance officer will advise you as to what evidence may be substituted. Appropriate county clerks, or other such officials, can provide certificates of marriage, deeds, mortgages, and court orders. Adoption and birth certificates may be obtained from the Vital Statistics and Welfare Department of the state concerned.

Keep your records straight. Be sure your family knows where your important papers are stowed. Make sure they know what to do with them. Act now, and some one else won't have to guess at your intentions later.

Finally, good luck to you in your Navy career.

Personal Affairs Record

Get a copy of this form from your Legal Assistance Officer

(First) (Middle) (Last name)

(Organization) (Service number)

Permanent or legal address:

Personal data:

(No. and street) (Town) (County) (State)

1. Birth: (Town) (County) (State) (Month, day, year)
2. Naturalization (if applicable): (Month, day, year)

by (Designation and location of court granting naturalization)

3. Parents:

Father: (First) (Middle) (Last name)

Mother: (First) (Middle) (Maiden) (Last name)

4. Marriage:

to whom (First) (Middle) (Last name)

place and date (Town) (County) (State) (Month, day, year)

5. Children (full name, place and date of birth)

6. Personal lawyer or trusted friend who may be consulted regarding my personal or business affairs:

(Full name) (Street) (Town) (State)

Family records location:

1. Birth certificate or other proof of date and place of birth of myself and each member of immediate family (Required by insurance companies and Social Security Administration)
2. Naturalization papers of myself, spouse, children, if not born in United States
3. Marriage certificate (Necessary in order to establish claims for certain payments and benefits and in connection with the will, also VA and Social Security benefits)
4. Divorce papers (or certified copies) or death certificates
5. Adoption papers (if applicable)

Military Service Personal File Location (Discharge papers, orders, etc):

Other important papers:

1. Will:
   a. I have not executed a will ☐
   b. I have executed a will:
      Location:
      Lawyer's name and address:
      Executor's name and address:
2. Power of Attorney:
   a. I have not executed a Power of Attorney. ☐
   b. I have executed a Power of Attorney dated (Month, day, year)

   naming (Agent or attorney in fact) (Address)
3. Income tax:
   a. Copies of my Federal income tax returns and related papers are located at
   b. Copies of income tax returns and related papers

   (Name of state)

   are located at
4. Copies of my tax returns and related papers are located at

   (Property, local, etc.)

Insurance:

My life is insured as follows:

1. Type: Government Commercial Both
   Insurance Company Policy No. Amount Payment Option

   Policies are located at
   Premium receipts are located at
2. Add in same manner pertinent information about property, accident, medical, liability, or other insurance protection you have.

Social Security:

1. Social Security Number
   Issued (Date) (Town and State)
   Social Security card or stub is located
   Social Security tax payments were made in (List years)
2. Location of up-to-date employment record

Property ownership or interest therein:

1. Real estate consisting of
   located at
   The property is encumbered by a (Mortgage, trust, deed, etc.)

   held by
   Taxes on the property are paid through year
   Add as many other entries as may be required to complete the record for each piece of real estate in which you have an interest.
2. Automobile: (Make, model and year) (State in which licensed)

   Automobile is insured with (Name insurance company)

   Insurance policy number
   Premiums paid to (Due date of next premium payment)

   Automobile papers are located at (Bill of sale, title, mortgage, insurance policy, registration)
3. Personal property: List locations of pertinent papers relating to other large or expensive items of personal property such as a boat, machinery, livestock, goods in storage, jewelry, cameras, etc.

Bank accounts:

1. Type of account (Saving or checking—individual or joint) located in (Name and location of bank)
2. Add as many similar entries as may be needed to show all bank accounts.

Safe deposit box:

1. Name of bank or trust company
   Its address
2. Location of safe deposit box key

United States War or Savings bonds, located at

1. Person designated as (Co-owner) (Beneficiary)
2. List of War or Savings bonds by denomination, serial number, and location (necessary if lost bonds are to be replaced.)

Stocks, bonds, and securities owned are located at

Enter any additional data regarding insurance, allotments, military records, instructions to dependents, VA claim number, any former service or serial number, etc.

(Use an extra sheet of plain paper, if needed)

Date Signature

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

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NOTE: Cost of this issue is 50 cents.

TAFFRAIL TALK

IT HAS TAKEN an enlarged issue of 96 pages to cover the whole subject of Rights and Benefits for you and your family. Despite this you will note that in some cases it has been possible to mention only the highlights of the programs that are of interest to you.

In a special report of this type, it may appear that undue emphasis has been placed on such subjects as pay, allowances and other material aspects of service life, giving a somewhat unbalanced picture of the average Navyman's career. We have mentioned only briefly such subjects as tradition, dedication, leadership, responsibility, sacrifice. All these are expected of men in the service of their country—and they contribute far more than their share.

It would be a good idea for everyone in the sea service—and outside as well—to read periodically the words that appear in the adjoining box. These words summarize the role of the Navy, carrying on in the nuclear era the missions that have made it a keystone of freedom and democracy since the first days of our nation.

As Chief of Naval Personnel, Vice Admiral Smedberg oversees the assignment and the affairs of a vast organization of Navy people—seafaring men, submariners, aviators, Seabees, specialists in hundreds of different categories, whose job it is to keep the Navy in the forefront at all times—on, over and under the seas.

But the Navyman is also a family man. Recognition of this fact is demonstrated in the rights and benefits that are extended to your dependents. It is hoped that this report will be of benefit in assisting you during your Navy career. And it is in small measure an expression of appreciation of the Navy wife.

Words of thanks are extended to members of the Editorial Productions Branch who took time out from their other duties, including the preparation of *"The Naval Reservist"* and the *"Navy Chaplains Bulletin"* to help make this special report. The writing staff included Journalists 1st Class Daniel C. Kasperick and William L. Howard, Journalist 2nd Class Jon Franklin, and Navy civilian writer Robert D. Neil. Miss Ann Hanabury played a stellar role in the field of research and fact checking. Chief Damage Controlman T. R. Patrick, who is also one of the Navy's outstanding artists, pitched in with his inimitable cartoons, and Fontaine Maury Sneed, our civilian draftsman-illustrator, came through with some top spreads and illustrations. Journalist 1st Class Able T. Register, Jr., did a fine job—working backwards and forwards—on layouts. Yeoman 2nd Class Donald W. Flanagan lent a hand, administratively speaking, wherever he was needed on the editorial staff.

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The All Hands Staff

★ medicare - for family and you

housing - at home and abroad ★

★ dependents schooling

moving household effects ★

★ advancement: up the navy ladder

how to earn a commission ★

★ education and training

leave and liberty ★

★ sports and recreation

saving in the navy ★

★ **know your Rights and Benefits**

social security benefits ★

★ **pass this copy on to nine other shipmates**

reenlistment bonus etc.

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